

THE Hongkong Weekly Press

AND China Overland Trade Report.

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MARRIAGES.

On 5th June, at St. John's Cathedral, by the Rev. F. T. Johnston, FRANK, second son of the late Archdeacon Harris of Akaroa, New Zealand, to MABION, daughter of the late John Deans of Riccarton, New Zealand.

On the 2nd instant, at Shanghai, J. CHARLES LAMPREY, late The Royal Dublin Fusiliers, and, late Captain Malay States Guides, to FLORENCE DAY HARRIS, youngest daughter of the late Captain A. D. HARRIS, of Shanghai.

DEATHS.

On May 28th, at Singapore, HORATIO G. JAMES, last surviving son of Commander Henry James, B.N., aged 68 years.

At the Civil Hospital, on 9th inst., Dr. WILLIAM HUNTER, Government Bacteriologist.

Hongkong Weekly Press.

HONGKONG OFFICE: 10A, DES VŒUX ROAD (C).
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ARRIVAL OF MAIL.

The English mail of the 11th ultimo, and the parcel mails closed in London for despatch by the all sea route on the 5th May and for despatch overland on the 12th May, arrived per s.s. *Devanha* on the 9th inst.

FAR EASTERN NEWS.

More submarines are being sent by the American Government to the Philippines.

Joaquin Balmori, a henchman of Dominador Gomez, is charged by the Philippine Government with sedition.

A company to be known as The China Silk and Agency Co. Ltd. has been registered in London with a capital of £10,000 in £1 shares.

The appointment of M. P. de Margerie, French Minister in Bangkok, to succeed M. Bapst as Minister in Peking appears in the French Official Gazette.

Yokohama papers report that Captain Sutherland of the steamer *Benlomond* had mysteriously disappeared, and the ship left for Vladivostok in command of the Chief Officer.

Mr. Charles Denby, ex U. S. Consul-General at Shanghai, left on the 2nd inst. Dr. Amos P. Wilder, who has taken over the duties, expects to proceed homeward on his holiday by the s.s. *Korea* towards the end of the month.

Three hundred and seventy Bills were introduced into the Philippine Assembly between February 1st and May 20th. Only 11 were approved during the session; 8 were rejected, and the remainder "died in committee."

The commission of the cruiser *Kent*, Captain Gerald C. Marescaux, now cruising in Pacific waters, of the China Squadron, will expire in November next. All the officers on the *Kent*, with the exception of three, are due for relief.

At the shareholders meeting of the Banque de l'Indo-Chine held at Paris last month, the report presented stated that the results of 1908 allowed the distribution of a dividend of Francs 50 as compared with Francs 47.50 for the preceding year. This distribution was approved.

The strike of the engineers and other employes of the Manila Railway Company is said to be nearing the end. An agreement, making concessions to the demands of the strikers in all points except in the matter of a rise of wages, was expected to be signed on Friday last.

The *Hankow Mail* of the 28th ult. reports that Mrs. E. Busch accidentally shot herself with a Mauser pistol the preceding morning. The bullet passed clean through her just under the heart. Drs. Roese, Mesny and Dr. Thompson's assistant have been in attendance and report the unfortunate lady out danger.

The wedding of Mr. Auxion de Ruffe to Mlle. Morel, daughter of M. Morel, Governor of Tonkin, and Officer of the Legion of Honour, took place recently in the Church of St. Thomas d'Aquin, Paris. M. and Madame de Ruffe leave France for Shanghai early this month, spending their honeymoon on the steamer.

Mr. Chirol and Dr. Morrison were presented to his Majesty the Emperor of Japan on the morning of the 29th ultimo by the British Chargé d'Affaires. It is almost unprecedented says the *Japan Chronicle* for foreign journalists to have the honour of being received in audience by his Majesty, and the late Mr. Fukuchi, regarded as the doyen of Japanese journalists, is the only Japanese who has enjoyed a similar honour, it being accorded in special circumstances. When returning to Tokyo from the seat of war during the Satsuma Rebellion, Mr. Fukuchi was called upon to report to the Emperor on the situation of hostilities.

Leopold Fischer, on remand, again appeared this week before Mr. J. H. Kemp at the Hongkong Magistracy when Mr. Bowley, Crown Solicitor, applied on behalf of the Netherlands-Indies Government for his extradition to Batavia. The defendant is wanted in the Dutch Indies to answer a charge of embezzling 7,000 guilders. The Consul-General for the Netherlands in South China testified to examining translations of the evidence from Batavia. On comparing them with the originals he found they were literally correct. The hearing was further adjourned.

An interesting case is occupying the attention of the H. M. Supreme Court at Shanghai. S. J. Michael is suing J. E. Ellis for the difference between the contract price of 50 Shanghai Dook shares which were purchased at Tls 89 per share, and, not being taken up by the defendant, were disposed of at Tls 72½ per share. The defence is that the shares were never intended to be taken up, and that the contract was in fact a gaming or wagering contract. According to the defence there was an agreement between the plaintiff and defendant to divide the profit or loss resulting from the sale before Settlement Day. Plaintiff denies this version of the transaction.

Singapore papers announce with regret the death of Mr. William Henry McLeod Read, C.M.G., which took place at Blackheath at Lee, S. E., on May 10. Mr. Read, who may fitly be termed the Nestor of Singapore and the Straits Settlements, for as long as the oldest Straits inhabitant can remember, was in his 91st year. It is curious to note that he was born in London on February 7, 1819, within a few hours of the time Sir Stamford Raffles hoisted the British flag over Singapore, and it may be added that his father came to the Colony almost immediately after its foundation. Mr. Read had been the inmate of a nursing home for some time, and but for the physical disability of his deafness had enjoyed fairly good health up to comparatively recently. The late Mr. Read arrived in Singapore so ago long as the year 1841. For approaching nearly half a century thereafter there were few leading questions whether of a public or quasi-private character that his name was not associated with in a more or less prominent manner.

The Tokyo correspondent of the Associated Press in course of a report on a second visit to Korea says:—"I had the good fortune to be in Seoul at the same time as Mr. Struthers, the Head of the Chilian Nitrate Propaganda and himself a thoroughly qualified, (practically and theoretically), agriculturist; he was making a tour of the interior as well as of the cities, and he told me that undoubtedly within a reasonable time the agriculture of Korea would develop enormously. A great crop of cotton is an assured thing, fruit and largely increased products generally may be looked for, he said. Much attention is being paid to forestry, and millions of trees will be planted in the bare places of the country within the next few years; there is a great field for irrigation, and in fact generally speaking the outlook for a regenerated Korea is encouraging in the extreme, and I do not believe that more could have been done by any people or any country for Korea than has been done by Japan under Prince Ito, who, I have no doubt, will for the rest of his life keep his hands upon the reins there, although he may not pass under the title of Resident General for a much longer period."

THE UNIVERSITY PROJECT.

(Daily Press, 7th June.)

We observe with much satisfaction that the Waiwupu has recently been giving favourable consideration to the appeal made to the Chinese Government by Sir JOHN JORDAN for friendly interest in and financial support of the project to establish a University in Hongkong. "Educational movements such as this" says the *Peking Daily News*, "always have the sympathy of the Imperial Government, and while it is hoped that the scheme which has been initiated by the generous offer of Mr. Mody and strongly supported by prominent members of the Chinese community in Hongkong will be put through successfully, it is feared that, owing to the great many demands upon the treasury of the country whose financial position as it stands at present is not a very sound one, not a very handsome donation could be spared from the Imperial Treasury." Possibly by this time the amount of the Chinese Government's contribution to the endowment fund has been settled, and whether the sum be large or small we feel sure that it will be received as welcome evidence of sympathy and practical interest in a project which cannot fail to be of real and enduring benefit to China. It is also gratifying to learn of the active support which H. E. the Viceroy of Canton is lending to the scheme. Not only has His Excellency appealed to the wealthy residents in the two Provinces under his own rule for their support, but has also, according to the native papers, suggested to the Throne that the appeal should be made to the wealthy classes throughout the Empire of China. Whether this advice is adopted or not remains to be seen. Perhaps no great sum is to be expected from an appeal in districts far remote from Canton, but as evidence of the light in which the project is regarded by the Provincial Government at Canton, the Viceroy's suggestion adds weight to the appeal which Sir JOHN JORDAN has made to the Chinese Government. Less than a month now remains for the canvass for subscriptions towards the endowment fund to be completed, but with the interest of the Chinese authorities enlisted in the project both at Canton and Peking, the prospect appears very hopeful that H. E. Sir FREDERICK LUGARD, at the end of the present month, may be able to announce that the whole of the endowment fund is in sight. We may add that prior to the announcement of the generous donations from the Taikoo Hong and associated companies, we noticed that the absence of European contributions to the Endowment Fund was briefly commented on by one or two of our Chinese contemporaries, but we have little doubt that when it is seen that the establishment of the University at Hongkong is favourably regarded by the Chinese authorities, Mr. Mody and the Taikoo Hong will not be the only foreign names in the list of contributors.

THE FAKUMEN RAILWAY QUESTION.

(Daily Press, 7th June.)

There is, of course, nothing that is new in what *The Times* has just published as Japan's explanation of its attitude of opposition to China's proposal to refer the dispute regarding the Fakumen railway project for settlement by the Hague Tribunal. We have heard many times before that Japan opposed the reference of the matter to the Arbitration Tribunal because she considered that the question had not reached a stage in the diplomatic negotiations to warrant

the proposal. Appearances point to the conclusion that Mr. CHIROL, the Foreign Editor of the *Times*, and Dr. MORRISON, the well known Peking correspondent of the leading London journal, are, with the consent of the two Governments most directly concerned, acting the part of mediators or arbitrators. They have interviewed the leading statesmen of Japan; the *Times* has published from Tokyo Japan's explanation of her attitude towards China's proposal to refer the matter to the Hague Tribunal; and following closely on this comes the announcement that China has formally withdrawn her proposal. Now we have the further news that both Mr CHIROL and Dr. MORRISON have gone to Manchuria where they remain for some weeks. We may assume then that they will make on the spot an exhaustive investigation of the case for and against the new project. A letter from a British resident in Manchuria recently published in *The Times*, protesting against British criticisms of the Japanese attitude in regard to the Fakumen railway, emphasised one aspect of the matter which is generally ignored in these criticisms. The Chinese, the writer says, do not seem at all concerned about the railway for its own sake. Their interest centres upon the prospect of its eventual extension to the north. The Japanese know that when the line reaches Fakumen there will be agitation for its continuation to Tsitsihar to effect a junction with the Siberian line. This, by providing an alternative route to the Manchurian railway, would deprive the Japanese of a valuable source of income. The recent difficulty over the question has served to force an early settlement of the dispute and it would occasion no surprise in Japan to learn shortly that this has been effected by the unofficial ambassadors of *The Times*.

SHANGHAI-HANGCHOW RAILWAY.

(Daily Press, 8th June.)

On the 30th May the second instalment of the railway line from Shanghai to Hangchow was opened in state by H. E. FAN TSENGHIANG, the Provincial Treasurer, on behalf of H. E. TUAN FANG, the Viceroy of the Province. The occasion was noteworthy, inasmuch as the line was the first in Mid China to have been carried out by a bona fide Chinese Company, with Chinese money, and under a Chinese engineer, Mr. Hsu. On the other hand, the line is distinctly what might be called "cheap and nasty," with soft-wood sleepers, and a single track, and though hardly so bad as represented by the *Times* Correspondent, can scarcely be quoted as an example of what a line passing through a rich and populous district, and intended in the near future to be an important main line should be; nor can the cost, acknowledged to have been two million taels, for such a line, 38 miles, say £6,300 sterling per mile, be considered cheap; and, indeed with cheap and flimsy American rolling stock, scantily supplied, too, must be looked upon as decidedly dear. On the other hand, it is only right to mention that the line seems to have been fairly well laid out, is distinctly well ballasted, and carefully laid. It is probably true that, as stated by the *Times* Correspondent, the rails had been rejected previously, and we are informed that they are certainly neither in quality, nor in section such as would have been willingly passed by an independent engineer. These defects are, however, probably not the fault of the Engineer, who was seemingly compelled to make the best of the materials placed in his hands by

his directors. Mr. JEME TIENYOW, Engineer-in-chief of the Peking and Kalgan Railway, and a thoroughly trained Engineer, whose work in the North would be a credit to any engineer of whatever nationality, is named as the Consulting Engineer of the line, which, however, he has never seen, and which certainly shows few, if any signs of his fostering care. Mr. JEME has been granted the rank of Taotai, and this in his case probably meant that he was granted substantive as well as honorary rank, which it would apparently have been better to give bestowed on Mr. Hsu as well. Probably in such a case the work would have been finished and handed over in better trim. It is interesting to note that one of Chinese speakers at the opening, Mr. S. K. TSAO was not deterred by any fear of consequences from openly expressing his opinion that the Government ought to abolish the *Likin* taxes, "in order that merchants may enjoy to their fullest extent the privileges supposed to be conferred on them." The utterance of such a sentence at such a time in the presence of the high provincial authorities is certainly a wholesome sign that the Chinese Government, as such, is in its present condition quite prepared to listen to the expression of public opinion, and prepared to shape its course accordingly. We have always set a high store on the capacity of the Chinese people for self-government, especially in financial affairs, and welcome every indication of an approach to mutual confidence. Still, as Mr. TSAO reminded his audience, the line was but an "experiment by Chinese who had acquired their knowledge in Europe and America." It was the insertion, indeed, of the sharp end of the wedge, but the wedge had to be driven home, and judging from the present outlook that would be a work of extremely slow progression. The line was open, and had a terminus somewhere near Shanghai; within the last year or so the city authorities had made great progress with their own communications. It was now possible to drive in an ordinary carriage the whole way from the Foreign Settlement through the Nantao suburb of the city right up to the Railway terminus, a distance of close on three miles: the whole of this suburb, a very important one, with a population of probably quarter of a million, was now traversed by well paved roadways, and building on vastly improved lines was now progressing rapidly. More,—sanitation was being attended to, the formerly fetid pools and creeks were being cleansed and drained, and well made sewers were being laid everywhere. Recently water-works have been constructed for the supply of the city and suburbs, and though as yet the supply laves much to be desired, it is an indication that the spirit of progress is about. In fact it is questionable if this reform, which has been carried out so quietly that few of the residents are aware of it, is not a more wholesome sign of progress than the Railway itself. The railway, as we said, has a terminus; but here all Chinese railways, so far at least as we have seen, have entirely failed to grasp the necessary conditions. Though a road has been made, the situation is in the last degree inconvenient. It is remote, and entirely cut off from the business section of the city and settlements, and occupies nearly as long to arrive at as does the journey from Shanghai to Sungkiang, slow as that is. Moreover there are absolutely no means of carriage of goods, nor if goods arrived is there any means of conveying them on the railway. The first object of an engineer worthy of the name in carrying his line into so important a port of Shanghai, which shares with Calcutta the ambition of being

the largest emporium in Asia, would naturally be to connect his line in the easiest and most complete manner with the wharves, alongside which are daily moored steamers of a capacity much exceeding twenty thousand tons. It is noteworthy that in no single case has any attempt been made to convey goods for either export or import between the railways and the wharves. Even at Tientsin where the train actually runs alongside the jetties, and where steamers are frequently delayed between the jetties and Tientsin, it never seems to have occurred to anyone connected with the management of the railway that a very great economy would result to the trade of the port were the cargoes, instead of being conveyed up the river by the steamers, landed and put on board the train at Tongku, whence they could be readily delivered into godown at Tientsin. At Shanghai a continuous line of wharves some seven miles long runs along the river, and could be readily served from the existing lines of railway, yet neither in the case of the Shanghai-Nanking, nor of this new line to Kashing, has the slightest attempt been made to effect a junction. It is noteworthy, in the case of Shanghai, that provision has been made in the Land Regulations of the Settlements for the acquisition under compulsory powers at a fair rate of the land required for such extensions; so that the obstruction does not proceed from any unwillingness on the part of the Foreign Municipalities, who would, on the contrary, lend every assistance to such a project.

We have so recently spoken at length on the present policy of the reactionary party in China, and of the manner in which it is taking advantage of the natural desire of the Chinese Government and people to finance their own undertakings, that it is only necessary to draw attention to these wilful obstacles thrown in the way of development as an evidence of the lengths to which that party is prepared to go. Meanwhile the present unfinished state of the railway can only be attributed to an intention to deliberately wreck not only this, but all the other industrial efforts of the progressists, who are anxious to raise the position of China amongst the greater nations of the world.

Amongst the other tendencies of the present fashion for improving the internal communications is a growing desire to assimilate the standards of weight and measurement. Some twenty one centuries ago the great monarch T'SIN SHIHWANGTI, on assuming formally the government issued a proclamation calling for an assimilation of the standards. His decease a few years later, before the reform had been accomplished, caused it to be shelved, and from that time to the present affairs have been growing worse in China. The necessities of railway engineering are now bringing about a general desire for a settlement; the new line, according to the Engineer is 38 miles and 960 feet long, which he tells us is exactly 112 li. A li, everyone connected with China knows, has hitherto been the most indefinite of measures, but according to Mr. Hsu's measurement, for the future it must be taken at exactly 1,800 feet English. A previous endeavour to establish a standard on the part of Mr. T. W. KINGSMILL, of Shanghai, had put it on an average at 1,830 feet; the difference, it will be seen, is not very material; but in view of the present disposition to extend the present lines, it will prove of great advantage to China that the length should be once and for all definitely fixed. 1815 feet or 330 paces of 5½ feet English would perhaps fit in most

readily with Chinese and English land measures. This would be $\frac{1}{2}$ of an English mile.

THE NAVAL RACE.

(Daily Press, June 9th.)

When the first "Dreadnought" was launched at Portsmouth almost three years ago the wave of satisfaction, amounting to triumph, which passed over the country at the great advance which this event marked in the building of battleships was such as to suggest that this notable addition to the British Navy was practically the last word in battleships. Such a thought was never perhaps expressed, but outsiders might be pardoned if they imagined that Britons took such a flattering unctious to their souls. Now, however, we realise more than ever that to the building of ships, like to the making of books, there is no end, and that the breaking of records, even in shipbuilding, is only an incentive to greater deeds on the part of those momentarily eclipsed. Therefore it follows that the construction of a Dreadnought involves plans for the building of a greater. And so the competition continues. It need hardly be said that the laying down of the Dreadnoughts was the logical outcome of the policy, built on new discoveries and tests, of increasing the size and armaments of our ships of war, but the far-reaching effects of introducing those mammoth fighting machines which revolutionised to some degree naval warfare were not so evident at the outset. Now it is seen that when Britain built the first Dreadnought she made the remainder of her navy to no little extent obsolete. This type of vessel was so far superior to its predecessors that it reduced the value of the other ships, and though Britain had the benefit of starting before other nations in the building of these battleships, the other nations were placed in more favourable positions than before, inasmuch as they had not the previous great margin which divided their navies from that of Britain to make up before attaining a parity of fighting forces on sea. In other words, naval experts being practically agreed that Dreadnoughts were the most scientific fighting machines so far devised, the various Powers began to concentrate largely on Dreadnoughts, with the result that Britain finds itself no longer holding that numerical supremacy which she has regarded as necessary for the maintenance of her interests. Of course, in the actual number of ships of war she is still vastly superior to any of her rivals, but a new standard of quality has been set, and judged by that Britain does not stand in the same favourable position that has hitherto been hers. It is not the fact that other nations can build Dreadnoughts that makes Britons feel uneasy. The disquieting feature is that others can build as well and as speedily, thereby making it difficult if not impossible for Britain to maintain her policy of the two Power standard. Undoubtedly the situation is somewhat disconcerting, but England need not feel greatly depressed. She still leads. Admittedly she might not be able in the future to face certain combinations of Powers, but it requires a considerable readjustment of existing conditions to imagine Britain fighting single-handed two or more European nations. The possibility of having to wage war against one might be considered, and in such an unhappy contingency the prospects of success are not against her. On the other hand should she find herself drawn into war with two or more Powers it is just as probable that some other Power will decide that it is advantageous to

ally itself with Britain in the fray. While we take this view it does not follow that we accept the dictum that Britain should abandon her policy of the Two Power Standard. Financially, she is able to bear the burden and therefore there is no need to be very despondent. The Government may be slow in laying down Dreadnoughts, but there is much to justify the policy of caution. Each programme should embrace an advanced type of battleship, and as the contingent Dreadnoughts just decided upon are 30 per cent. better than the original, it leads to the conclusion that the vessels launched five years hence might make their predecessors as obsolete as the first Dreadnought did with the remainder of the British Navy. Therefore caution seems justified. At the same time this can be overdone, and those who clamour for additions to the naval shipbuilding programme are not without reason. It is a perfectly natural desire to wish for more ships of the prevailing standard than Britain's most dangerous rival possesses or is likely to possess, and the Government invited the criticism levelled at it by refusing to make its programme as large as it has admitted, is necessary. In our telegraphic news yesterday it was stated that the armaments for the four contingent Dreadnoughts had been ordered. As this step has been delayed for several months, it does not add to the feeling of confidence in the Admiralty, but public opinion in England is certainly forcing the Government and the Admiralty to prepare a programme more in accord with what is considered the Empire's needs in the light of recent events.

THE KOWLOON RAILWAY ESTIMATES.

(Daily Press, June 11th)

We draw attention with pleasure to the remarks which His Excellency the Governor made yesterday at the meeting of the Legislative Council on railway matters. His Excellency confessed that when making his last statement he had been misled by figures in the Chief Resident Engineer's report as to the cost of work on the Beacon Hill Tunnel in 1907 and 1908, which showed a reduction of 108 per cent per foot in favour of the latter year, notwithstanding that the Report admitted that greater difficulties had been encountered in 1908 than in 1907. The Chief Engineer has since explained to His Excellency this apparent contradiction by a reference to his former report "in which it is stated that the so-called cost per lineal foot in 1907 included the expenditure upon the metric gauge construction lines laid at both facings of the tunnel, the erection of machinery, the accumulation of timber at the site and many other similar items." His Excellency had overlooked this explanation in the 1907 report, and we did the same in commenting on these figures, being misled in the matter by the statement made by the Chief Resident Engineer in his Report for 1908, that "the cost of the tunnel-driving was very much reduced during 1908, due to better organisation made possible by coolies getting more trained to the work." That is the only explanation given by Mr. Eves in his 1908 Report of the great difference in cost per foot. If "it is only just to the engineers who began the tunnel work in 1907 under extreme difficulties with insufficient staff and plant and much sickness" that it should be clearly stated now that the cost in 1908 was, —not "very much reduced," as the Chief Resident Engineer had reported, but "very much greater" according to the Governor's

explanation yesterday, all we can say is that it is a pity the Chief Engineer's Reports have not more clearly stated the facts.

His Excellency further emphasised again his previous statement that Mr. BRUCE's estimate "cannot in any sense be regarded as an estimate of the railway," and went on to say that it "purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast and items under plant, including rolling stock and salaries." With regard to this we can only point out that in what purports to be Mr. BRUCE's Estimate (twice laid before the Council in the Reports of the Chief Resident Engineer), he is represented as furnishing an estimate of \$315,000 for station buildings and machinery, and while it is not explicitly shown that he took into account all the other items enumerated by His Excellency, he added to his estimate 10 per cent for contingencies which we presume would more than cover the cost of all these items, excepting, perhaps, rolling stock, the cost of which is partly borne by the Chinese section, and could not have been estimated at the time. To indicate how "rough" was the estimate, His Excellency mentioned that Mr. BRUCE measured the tunnel for distance "only with a pair of dividers on a map." Yet we see from the published records that Mr. BRUCE did not base his calculations of cost on an under-estimate of the distance. He reckoned the distance at 7,380 feet, whereas the actual distance proved to be 7,212. We point out these things simply in justification of our previous comments on the subject. On the general question of the value of the preliminary estimate we have only to remark that three years ago the Government evidently had greater respect for it than it has now, for Mr. BRUCE made preliminary surveys and prepared estimates of two routes, and the present route was selected not merely because it was deemed "as best answering the requirements of a section of a trunk line through China," but because, in the words of Sir MATTHEW NATHAN, it was "the most economical, both as regards construction and working expenses." What we have gathered from all the discussion that has recently taken place is, briefly, that important developments of the scheme are responsible for the doubling of the Estimate. It doubtless is very misleading, as the Hon. Mr. MURRAY STEWART remarked, to simply divide the total cost by the number of miles, between Kowloon and Samchun, and say "there is the cost of the railway per mile." It is, however, a very common method of comparing the cost of railways. We notice that the *Japan Mail* has recently done this. It tells us that the cost per mile, even on the basis of the preliminary estimate, is "approximately three times as much as the outlay required in Japan," and, referring to the latest revised estimate, our Yokohama contemporary remarks that "a railway costing over half a million dollars a mile is something novel in the Far East, or anywhere, indeed, for the matter of that." We can well believe that the Colony will have a railway which will be regarded in the Far East, not only as novel from the point of view of its cost, but as a model of railway engineering.

From the taxpayer's point of view the important aspect of the heavy cost of the railway is the method of financing it. A railway twenty-two miles in length, so heavily capitalised, has small prospect of proving remunerative for very many years to come, when we consider how unlikely it is that the line will be able to compete with the river traffic either in passengers or

freight from Canton, but will have to rely mainly on through traffic from the interior of China which will probably take many years to develop. Hence the Colony is likely to be permanently saddled with a loan of a million pounds sterling, or heavily taxed to provide for its repayment. The loan which the Chinese authorities are repaying at the rate of £110,000 a year, including interest, will be required to defray the cost of our own line, so that at the end of ten years the Colony will still have on its books a railway loan of over a million pounds sterling. What prospect is there of the Colony being able to repay that loan in ten, or twenty annual instalments?

RANDOM REFLECTIONS.

When Shakespeare wrote "who steals my purse steals trash, but he who filches from me my good name, robs me of the jewel most immediate to my soul" he expressed a sentiment which certainly did not appeal to the light fingered gentry who undoubtedly preferred the more tangible purse—and the more tangible the better—to the much prized good name. But apparently in Hongkong the thief is not above taking the good name in the absence of the purse. I read the other day that somebody had deprived a local architect of his name—he took it off the office door along with the letter box. There is no limit to the depravity of these thieves.

That was a nice little wrangle that took place between counsel at the Supreme Court the other day in the action for criminal conversation. To read it one might think that it was quite real, that the speakers were the most implacable enemies. Instead of which—Well, you know as well as I do.

It looks as if we shall have to alter our week-end programmes in future and arrange for nothing else than bathing. The weather upsets tennis and other fixtures which is really most inconsiderate of the official concerned.

In Siam a new fashion has been set in the way of P.P.C. announcements. A well-known Siamese gentleman inserted an advertisement, in Siamese, in a number of papers in which he announced his approaching death and took leave of all his friends, regretting that he was unable to call personally to bid them farewell. This was a genuine announcement. I remember, however, an instance in Japan of a man causing an announcement of his death to be made in order that he might have the gratification of seeing what his funeral procession would look like. It was a "first-class funeral," but I never learnt whether it was to the gentleman's entire satisfaction.

Retrenchment is very much in the air at present, so much so that at times we can almost feel it. But I fancy none of us will agree with the recommendations which rumour has it are being made or are about to be made, with regard to the reduction of the police force in the Colony. We see that one police launch is being offered for sale. Evidently it is intended to provide for fewer men on the water, though, why at the same time, the assistant harbour master should be appointed superintendent of water police with an addition of \$100 to his salary, is not very clear. The two proceedings are not quite consistent. Then it is bruited about that the land force is also to be reduced and certain changes are recommended. A number of changes may well be introduced, a number of economies may reasonably be effected, but it does not seem desirable to reduce the strength of the force. We know that there is a larger body of crime in Hongkong than most places of like size and importance, mainly because of its exceptional geographical position. We know that it is only the presence of a strong force of police that keeps down lawlessness in the colony, and that, were the vigilance slackened or the force reduced there is a danger of that element finding more frequent expression than at present. Burglaries, robberies from the person, larcenies,

etc., are more common than we care to acknowledge, other offences go undetected, many offences remain unpunished, and to talk of doing anything which would make the force less effective is to invite adverse criticism. The question is a large one, but I have said enough to indicate the unwisdom of the policy of diminishing the number of local police in the interests of so-called retrenchment. Such a step would in my opinion be a glaring instance of "penny-wise, pound foolish."

"All is not gold that glitters" neither do all the fine words spoken by men, the expressions of regret, the condolences, the sympathies, come from the heart, as an incident reported at Shoreditch County Court illustrates. A conductor, employed by the Metropolitan Electric Tramway Company, said that when he saw an old woman fall from the step of a tramcar, he told her he was sorry. "Why should you be sorry because a woman has tumbled off a car through her own fault?" counsel asked. "It's in the rule-book," the conductor replied. "You must be sorry." "Does the rule-book say 'Fetch a cushion or a cab or see the woman taken to hospital'?" "No; it simply says: 'Be sorry.' Therefore I was sorry." Looks as if electric cars tended to destroy the relics of chivalry and gallantry.

The reader has possibly heard before of the Editor who remarked when he had read an alleged new joke submitted to him: "My friend, I never shall forget how I laughed when I first read that joke. It seems a century ago now." Possibly the Editor of the *H.D.P.* will have some such remark to make about the following old stagers which I find in a recently published book.

No. 1 A lady was in need of a house boy, and more particularly a Chinese house boy. So she visited the bureau where such articles could be secured and made known her wants. After the usual exchanges of courtesies between the lady and the proprietor, a lad was called up from the back part of the shop and presented to the lady and recommended as one able to fill the place. The lady feeling satisfied that he was the boy she was seeking, engaged him. After all was settled she asked him his name. He replied, "Saumel John Long Sim Fung." Oh, said she, "I will call you John." Naturally the boy was curious to know the lady's name so he asked her what it was, she replied, "Elizabeth Van Reussellar Knickerbocker Jones." Oh, I will call you, Lizzie," replied the lad.

No. 2 On one occasion a Chinaman was arrested and brought before the judge. The judge was inclined to be very gruff and thundered out his inquiries in such tones as to make the foundations of the house to tremble. The prisoner on the other hand was as meek as a mouse, and with a voice just about as loud. The contrast between the two in this respect was laughable enough in itself. "What's yer name?" thundered the judge, "am Ling-sang," squeaked the feeble trembling sinner. "Where yer live?" "My lib on East side." "Married?" "Yep." "Who yer merry?" "My mallee woman." "Of course yer married a woman, who ever heard of any one ever marrying anybody else." "My hab sister once mallee a man."

I wonder if the man who first used "chuck it," "shove it down yer neck," and such like expressions was aware of the great gift he was conferring upon those who speak the English language. If he didn't, he ought to receive some sort of posthumous honours, for the value of slang is being recognised now. It enriches the language, according to Dr. Furnivall, for many years editor of the Oxford Dictionary, who went further and declared that "the English language is in want of new blood—or renewed words." In declaring himself on the side of slang as a means of enriching the language he said "I glory in the slang of the English public schoolboy. Some of the phrases used by the schoolboy are among the raciest in the English language. Look at some of Kipling's words how vivid and virile they are. The language is enriched by them, and one often finds the old Etonian or other public schoolboy introducing some strange but always expressive word into his writings late in life. The complaint is that such words

as 'brilliant,' 'beautiful,' 'magnificent,' etc., are used too frequently, but brilliant and beautiful things are increasing in number, and these adjectives are necessarily used more frequently." None of us would care to justify the frequency with which such expressions "awfully pretty, awfully good," are used even though they come from the lips of ladies, and I think most of us will agree with the doctor that the language wants new blood. "Tickled to death" is an excellent substitute for "amused" and it shouldn't be difficult to get some phrase to do duty for the overworked "awfully pretty."

RODERICK RANDOM.

HONGKONG.

The Hon. Mr. F. H. May and family leave to-day for Banff, Canada, on a holiday.

Mr. Charles N. R. Mackenzie was on June 6 ordained a deacon at the Cathedral. The Bishop of Victoria officiated.

Mr. Dinshaw Cawasjee Sethna of the firm of Messrs. Cawasjee Pallonjee & Co., was elected a trustee of the Hongkong Parsee Charity Funds, at the annual meeting held last Saturday.

On Monday morning fire broke out in a matshed at Wongneicheung in which a large quantity of goods was stored. Before the Fire Brigade could reach the spot, building and goods were demolished. The damage is placed at \$1,500.

His Excellency the Governor has, by proclamation in the Government Gazette, prohibited for a further period of one year, the exportation from the Colony or the carrying coastwise within the Colony of arms, ammunition, gunpowder and military and naval stores.

An extract of meteorological observations made at the Hongkong Observatory during the month of May show that the average maximum temperature for that month was 78.6 and the average minimum temperature 78.5 degrees. There was a rainfall of 6.700 inches, and we had 113.9 hours of sunshine.

The plague return for the week ending June 5th records nine new cases in the Colony. There were ten deaths during the week. The total number of cases since the 1st of January is given as 86, of which 77 were fatal. Another case from Yaumati was notified during the 48 hours ended on the 7th inst.

The Colonelcy of the 12th (Prince of Wales's Royal) Lancers, vacant by the death of Major-General J. C. Russell, C.V.O., has been bestowed on Major-General Robert G. Broadwood, C.B., now commanding the troops in South China. General Broadwood was "gazetted" to the 12th Lancers from the Royal Military College, Sandhurst, in 1881.

A number of week-end robberies were reported to the police on June 7. A silver bowl valued \$40 and numerous other articles belonging to A. Gubbay, of No. 1, Leighton Hill Road, were removed from the hall of his residence. A house in West Terrace was broken into some time on Sunday night, and \$400 stolen. Mr. Basto, manager of Messrs. Noronha and Co., reports that the safe in his office was opened by a duplicate key and \$35 extracted.

A coolie who had been banished from the Colony eight times, and who had thirteen convictions against him, appeared before the Magistrate for the fourteenth time on June 8th on a charge of stealing a quantity of wood from a timber yard. He was convicted and sentenced to three weeks' imprisonment and six hours' stocks. On a further charge of returning from banishment he was sent to jail for six months and ordered to be exposed in the stocks for six hours.

The excise authorities are again troubled with the reappearance of a strange mixture, which is not unlike opium. The stuff has been dumped into the sea and recovered by fishermen who have seen the commercial possibilities of disposing of it as opium. Two natives appeared before the Magistrate on Saturday charged with having opium in their possession, but on the explanation being forthcoming that it was a strange mixture, the case was adjourned.

The heavy fine of \$15 was imposed on a ricksha coolie by Mr. F. A. Hazeland at the Magistracy on June 10 for refusing to take a fare. A soldier hailed the defendant at the Hongkong Hotel corner and wished to be taken to Wellington Barracks. The coolie said he had a fare in the Hongkong Hotel bar, but as this was found not to be the case, he was arrested and charged.

Fung Tai Sang, the master of a Canton eating house, Chung Tai Koo, a girl of 19 years, and Hui Kun Shun, an unemployed accountant were charged before Mr. F. A. Hazeland at the Magistracy on June 8th with obtaining by false pretences the sum of \$3,100 and a promissory note for \$4,000. The case was remanded for a week, and the defendants were allowed bail in the sum of \$3,000 each.

The hearing of the second application by the Chinese Government of the surrender of Lau Fat Tung, on a charge of armed robbery within the jurisdiction of China, was resumed by Mr. F. A. Hazeland at the Magistracy on June 7th when he decided that the prisoner should be discharged. He will, however, be confined to goal for one week to allow the Crown Solicitor time to consider the case. Lau Fat Tung was formerly tried by Mr. Kemp, discharged, and subsequently re-arrested.

The Government is putting up to let by public auction a piece of Crown land on the East side of Albany Nullah between Kennedy and Macdonnell Roads, opposite Kingsclere. The land is let for the purpose of "raising ferns and pot plants." The lease is to be for one year. We understand that since the Botanical and Forestry Department has ceased to sell ferns and pot plants, Chinese gardeners have "seen money in business," hence the demand for this piece of land. It is satisfactory to notice that the conditions of the lease are framed with a view to preventing any objectionable or offensive use of the plot.

The new weather charts of the China Coast which the Hongkong Observatory are exhibiting on the notice boards at the Ferry wharves, and at Blake Pier will, we feel sure, be greatly appreciated. One is able to see at a glance what the weather is like all along the coast line from Singapore to Vladivostok, according to the daily reports received by cable from the various meteorological stations. One wonders why such a useful chart has not suggested itself to the authorities before. As all the indications have to be entered on the map by hand, the issue of these maps is necessarily very limited, but the exhibition of charts of this character at Blake Pier and the Ferry wharves is an innovation which shipping people especially will much appreciate.

Mr. J. H. Kemp, sitting as coroner, and a jury inquired into the cause of death of a Chinese named Tsu Hong, 85 years of age, at the Magistracy on the 7th inst. Deceased was knocked down by a tramcar at Wanchai on May 12th, and died on the 28th of the same month. The medical evidence showed that death was due to multiple injuries and septicemia. The story told by other witnesses was to the effect that the motorman of the car did all in his power to avoid the collision. But apparently deceased was deaf, for he made no attempt to get clear of the line. When close upon the old man the motorman applied the emergency brake, but deceased was knocked down. The jury returned a verdict of accidental death.

The Rev. F. B. Meyer arrived by s.s. *Devanha* on the 9th inst. from Singapore, where he has been conducting a very successful series of meetings during the last 10 days. Night after night the great Theatre has been crowded and a deep impression made. The Revs. C. H. Hickling, I. Genähr and Mr. T. M. Elliot welcomed the gentleman, who seemed in good health and had enjoyed his voyage. At a Committee meeting held immediately on his arrival, presided over by the Rt. Rev. the Bishop of Victoria it was arranged that the meetings should be held as follows: Thursday, Friday, Monday, Tuesday, Wednesday and Thursday afternoons at 5.30 p.m. open to all; each evening, except Saturday, meetings for men only. All the above meetings to be held in the City Hall. A great mass meeting has been arranged for Sunday night in the Theatre, open to all.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on June 10th in the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, Sir, FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.

Hon. Mr. F. H. MAY, C.M.G., (Colonial Secretary).

Sir HENRY BERKELEY, K.C., (Acting Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. P. N. H. JONES (Acting Director of Public Works).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Mr. F. J. BADELEY (Capt. Superintendent of Police).

Hon. Dr. Ho Kai, K.C., C.M.G.

Hon. Mr. E. A. HEWETT.

Hon. Mr. E. OSBORNE.

Hon. Mr. W. J. GRESSON

Hon. Mr. MURRAY STEWART.

Hon. Mr. WEI YUK, C.M.G.

Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Registrar of the Supreme Court for 1908.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 21 to 25) and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 5) and moved its adoption. He said—In connection with this I beg to lay on the table the following certificate signed by me, "I certify that the supplementary appropriation estimates for 1908 were read clause by clause in the presence of all members of the Finance Committee."

The COLONIAL TREASURER seconded the motion, which was agreed to.

KOWLOON-CANTON, RAILWAY.

The COLONIAL SECRETARY moved the following resolution:—"It is hereby resolved that a sum of Three million two hundred and eighty thousand six hundred and sixty-three dollars (\$3,280,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909." He said—Details of this sum will appear, as home members are no doubt aware, in the appendix to the estimates for the current year.

The COLONIAL TREASURER seconded.

HIS EXCELLENCY—Gentlemen, I said in my annual remarks on the progress of the railway, at our meeting before last, that a resolution of this kind would not be required this year as the amount for the construction of the railway was already included in the annual estimates, in accordance with the new financial instructions issued by the Secretary of State. I am advised however that the more correct procedure is to propose this resolution, but it will not be required next year, and therefore it is included in the business of to-day. As the railway question is before the Council, I am glad of the opportunity it gives me of removing misapprehensions which have arisen in consequence of what I said on the previous occasion. In the comparison between the cost of the tunnel in 1907 with that in 1908 the remarks I made to the Council were misleading because I myself was misled. I quoted a paragraph from the report of the Chief Resident Engineer in which he said:—"The cost of the tunnel driving was very much reduced during 1908 due to better organization, made possible by coolies getting more trained to the work." This statement was followed by figures giving the cost per lineal foot under the heading of driving, enlarging and bricking-in for each of the years 1907 and

1908 and showing an aggregate saving of some 108 per cent per lineal foot in the cost for 1908 over that of 1907. The report went on to state that the difficulties encountered in the tunnel in 1908 were greater than in 1907 and that this accounted for the large increase over the estimates. I failed to get a proper explanation of this apparent contradiction, but the Chief Engineer now explains it by a reference to his previous report for 1907, which I had overlooked at the moment, in which it is explained that the so-called cost per lineal foot in 1907 included the expenditure upon the metric gauge construction lines laid down at both facings of the tunnel, the erection of machinery, the accumulation of timber and other materials at the site, and many other similar items. In order to make a reliable comparison of one year with another, these items should be stretched over the period of the whole construction. As a matter of fact, the cost of the tunnel was considerably more per lineal foot in 1908 than it was in 1907. It is due to the engineers, who were employed in the early days on the tunnel, that this fact should be thoroughly understood. They worked under very great difficulties with an inadequate staff, with insufficient plant, and with a great deal of sickness. When I was speaking of the financial aspect of the tunnel construction, nothing was further from my mind than to throw any blame upon them, or undervalue their services. Perhaps few men have more reason than myself, from personal experience, to appreciate the difficulties and discouragements of early pioneer work. Those who come after, however generous, will find it often impossible to appreciate the difficulties which those who have laid the foundations have had to face (applause). If this impression, as I understand from what I have seen in the local press, has been conveyed by words which I used, I desire most emphatically to remove it. I do not propose to review again the railway question, but I would like to emphasize one point which I have already emphasized every time I have spoken upon this subject, and that is that the so-called "Bruce's estimate" cannot be considered as an estimate of the cost of the construction of the railway. When Mr. Bruce made his preliminary survey, the question was under discussion as to whether the railway should follow a route along the eastern or the western side of the peninsula. It was issues of this kind upon which his advice was sought. His figures did not purport to be a considered estimate of the cost. There were no calculations of quantities and the length of the tunnel was estimated upon the map with a pair of dividers. They purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast, and items under plant, including rolling stock and salaries. The re-alignment which has been made after a careful survey of the original line proposed by him, has resulted in a large saving over the cost which would have been involved by following Mr. Bruce's rough line. The first reliable estimate that we had of the cost of the railway was the one which was made in June 1907. It took nine months to prepare. It amounted to a little over eight million dollars. It did not include, as I have repeatedly pointed out, several items which were under discussion at the time it was presented. If these items be added and also the cost of land resumption in the neighbourhood of the deep sea goods' wharf, and the passenger station it will be found that the estimate presented in June 1907 has not been exceeded except in the single item of the tunnel. In my recent statement to the Council I criticised the variations under different heads between the estimates, presented this year and those laid on the table last year and said that though these variations were unsatisfactory, the method of preparing estimates did not reflect upon the skill of the British engineer. The salient fact remains that however the sums might have been allocated under various heads, and whether intermediate estimates presented to the Council have been satisfactory or have been faulty, the original estimate for which the Crown Agents are responsible, have only been exceeded in one item—that of the tunnel, the excess on which is one million and a quarter dollars. I am, of course, speaking of the estimates which were laid on the table the other day. So far as these

estimates are concerned the only excess when all the items are included, on the original estimate of June 1907, is in respect of the tunnel.

HON. MR. STEWART—Your Excellency, I should just like to say I have listened to your remarks with considerable satisfaction. I hope that they will effectually destroy the idea that this Colony is being called upon to pay for the railway a price nearly twice as large as it ought. As Your Excellency has indicated, this erroneous impression arose from comparing the preliminary with the detailed estimate, as if they were different estimates for an identical work. It has already been pointed out by those who sought to combat this erroneous notion that the preliminary estimate was for a single line throughout, whereas the actual construction provides for development into a double line on all bridges, culverts and tunnels, except Beacon Hill. It has further been pointed out that the preliminary estimates did not provide for land reclamation and land resumption at the terminus. In connection with the cost of land reclamation and resumption it should not be forgotten that to include it in the railway estimates renders these misleading for purposes of comparison with other railways, in the matter of the average mileage cost of construction. A very misleading impression is created by simply taking the total of the revised estimate and dividing it by the number of miles between Kowloon and Samchun. The product is startling, but if to the original 22 miles were to be added the many miles of sidings which will be provided at the terminus, a much better result would appear. Even so however, justice would not yet be done. If the whole cost of reclamation is to be debited to the railway, some thought should be taken of the value of the land reclaimed, some of which will be used for other than strictly railway purposes—for godowns, and other requirements of the Port scheme. Hereafter that land should prove a valuable asset to the Colony. Considerations of this nature ought not to be overlooked, in viewing the matter broadly. I urge the desirability of viewing it broadly. Viewing it narrowly, in the light of *post hoc* wisdom, while it may be easy for some people to point to mistakes made and faults committed; while it may perhaps not be difficult to see how minor economies could have been effected, there does not seem to be any good reason for rushing to the conclusion that the cost is excessive in view of the work done. That an impression based upon this conclusion is widely held I know. I do not share it. I regret it. It is an unfortunate impression to get abroad. Therefore, as correcting some of the minor errors which make up the total sum, I welcome Your Excellency's statement. (applause).

PUBLIC SERVICE TRANSFER OF DUTIES ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entered An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

The COLONIAL SECRETARY seconded, and the bill was read a first time.

PATENTS AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

The COLONIAL SECRETARY seconded, and the bill was read a first time.

PREPARED OPIUM AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance 1891.

The COLONIAL SECRETARY seconded and the bill was read a first time.

SUPPLEMENTARY APPROPRIATION ORDINANCE.

The COLONIAL SECRETARY—In view of the certificate I laid in connection with the Finance Committee, it is unnecessary, unless any hon. member wishes it, to refer the bill standing in my name to a committee of the whole Council, therefore I beg to move the third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents to defray the Charges of the Year 1908.

The COLONIAL TREASURER seconded, and the bill was read a third time and passed.

THE TRAMWAY BILL.

The ATTORNEY-GENERAL—The next item standing in my name is really a private bill introduced some years ago by an hon. member who is no longer a member of this Council. The question is whether any other member proposes to go on with the bill.

HON. MR. GRESSON—I beg to move that further consideration of this bill be postponed until the interested parties have had further time to consider their position.

HON. MR. STEWART seconded, and the motion was agreed to.

HIS EXCELLENCY—Council stands adjourned until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the COLONIAL SECRETARY presiding. The following votes were passed:—

PUBLIC WORKS RECURRENT.

The Governor recommended the Council to vote a sum of Three thousand seven hundred Dollars (\$3,700) in aid of the vote, Public Works Recurrent, Miscellaneous, Typhoon and Rainstorm Damages.

The CHAIRMAN—The original estimate for typhoon and rainstorm damages in 1908 was \$79,000. The money spent in 1908 was \$61,000, leaving a balance of \$18,000. There was only \$12,000 voted on this year's estimates; the balance therefore shows a slight reduction on the original estimates.

MILITARY EXPENDITURE.

The Governor recommended the Council to vote a sum of Five hundred Dollars (\$500) in aid of the vote Military Expenditure, Volunteers, Other Charges, Grant to the Hongkong Volunteer Reserve Association for salary of Secretary during 1908.

MEDICAL DEPARTMENT.

The Governor recommended the Council to vote a sum of Six hundred and fifty Dollars (\$650) in aid of the vote, Medical Departments, B.—Hospitals and Asylums, Other Charges, for the following items:—

Civil Hospital, Incidental Expenses, \$300
Victoria Hospital for Women and Children,
Medicines and Surgical Appliances, ... 350

Total, \$650

MISCELLANEOUS SERVICES.

The Governor recommended the Council to vote a sum of Five hundred Dollars (\$500) in aid of the vote, Miscellaneous Services, Fee to Crown Solicitor for compilation of existing Regulations and Orders in Council.

The CHAIRMAN—This work was undertaken by the Crown Solicitor, and the sum mentioned is the remuneration for his services.

PUBLIC WORKS EXTRAORDINARY.

The Governor recommended the Council to vote a sum of Nineteen thousand nine hundred and seventeen Dollars (\$19,917) in aid of the vote, Public Works, Extraordinary, Water Works, Albany Filter Beds, Reconstruction and Extension.

The CHAIRMAN—Of this excess on the estimate for this work, \$6,000 is due to providing against rainstorm damage which was brought home to the authorities by the severe typhoon and rainstorm of 1908. The remaining \$13,000 is caused by under-estimation of the work. The work is now approaching completion.

The N.-C. Daily News is informed that the meatpacking establishment at Hankow, which is exporting frozen pork to England in the P. & O. s.s. *Palermo*, is entirely controlled by the firm which manages the cold storage of Manchester. The utmost care is being taken in the inspection of all pigs before they are slaughtered for export.

Arcadio Arellano, member of the Manila municipal board, has introduced a motion calling upon the municipal board to take steps to fix the price of meat in the public markets in the same way as the prices of other commodities, such as light, water and transportation on street cars, are regulated. Sr. Arellano, in introducing his motion, explained that he has been informed that the price of meat in the markets had been raised 25 per cent. as a result of the determination of certain cattle importers and dealers to make a corner in cattle imported on the hoof.

SANITARY BOARD.

A meeting of the Sanitary Board was held on June 8 at the Board Room. Mr. R. O. Hutchison presided, and there were present Hon. Mr. P.N.H. Jones (acting Vice-President), Colonel Bedford; Hon. Mr. A. W. Brewin (Registrar-General), Mr. A. Shelton Hooper, Dr. G. H. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ho Kom Tong, Dr. F. Clark (Medical Officer of Health), Dr. Pearse (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

QUESTIONS.

Mr. HOOPER pursuant to notice, asked the following questions:—

(1) Is it a fact that in February and July 1908 Jeyes' Fluid, to the extent of 2,500 gallons, was purchased through the Crown Agents at a cost, ex-godown Hongkong of 3/6d. per gallon?

(2) Also whether Jeyes' Fluid could not have been purchased locally at 3/- per gallon, thereby effecting a saving of between £60 and £70.

(3) In what respect, if any, did the Jeyes' Fluid indented by the Government here differ from that obtainable locally?

The answers to the questions were:—

(1) 2,500 gallons of Jeyes' fluid were received during 1908 from the Crown Agents at a cost ex-godown Hongkong of 3/6d. The consignment arrived in February and July.

(2) A Jeyes' fluid could have been purchased locally at 3/- per gallon, the same quantity of which would have cost roughly £66 less.

(3) The Jeyes' fluid indented from the Crown Agents had a guaranteed carbolic acid co-efficient of over 20 for *bacillus pestis*. That obtained locally was not so guaranteed and bacteriological tests showed that it had not such a high carbolic acid co-efficient.

Mr. HOOPER—Then I understand it was Jeyes' fluid they sent out?

The PRESIDENT—Yes.

Mr. HOOPER—Well, I have to raise a question on that. Therefore, to put myself in order, I move the suspension of the Standing Orders.

Mr. LAU CHU PAK seconded.

The REGISTRAR-GENERAL—I don't see there is any urgency in this matter. It has been going on for a month.

Mr. HOOPER—It is a matter of urgency. I may say I am going to dispute the statement which has come from the chair, and I shall give documentary evidence to that effect. It is a matter that should be brought before H.E. the Governor.

The motion was carried, only the REGISTRAR GENERAL voting against it.

Mr. HOOPER—You have stated that what was ordered from the Crown Agents was Jeyes' fluid. I will read you an extract from a letter from the Jeyes Sanitary Compound Company, dated 21st August, 1908, addressed to Messrs. W. G. Humphreys and Company, their agents in Hongkong: "It is right to inform you that the order in question was not for Jeyes' fluid but for a special preparation which the Crown Agents asked us to supply to meet their requirements." I think it is only fair that the Government and the public should know exactly what has been ordered, what they have paid for, and what they have received. It is with that object in view that I have taken the trouble to get the information which I have given to this Board. I would like to ask at whose instigation the change was made in obtaining disinfectants from home instead of locally which had been the custom of the Department for about 20 years. I may say that the local agents from time to time kept a very large stock of Jeyes' fluid here to meet any extra demands made upon the Government. I think it must be patent to any one that to suddenly throw them over, leaving on their hands a large stock of a disinfectant which for 20 years the medical authorities had deemed to be of sufficient germicidal efficiency to meet the requirements in this Colony—is not a moral business transaction. I may say that if these facts are brought to the notice of His Excellency the Governor he will take steps to prevent its recurrence.

The REGISTRAR-GENERAL—Do you make a motion?

Mr. HOOPER—No. I let it stand. If any member has anything to controvert in the

statement or wishes more proof I shall be glad to give him the information I have.

The PRESIDENT—Is the point you wish to make that the Government ought to purchase Jeyes' fluid from Humphreys and Co. in preference to the Carbonate Creosote they are now purchasing?

Mr. HOOPER—No. I said nothing about that. If they wish to purchase a disinfectant commonly known as Jeyes' fluid, and which is intended for use as Jeyes' fluid why should they purchase it in London when it is procurable here at 10 per cent. less? That is the remark I wish to convey to the Governor.

The PRESIDENT—Yes.

SELECT COMMITTEES.

With regard to the re-appointment of select committees of the Sanitary Board, Mr. SHELTON HOOPER minuted—The standing order of 30th July, 1903, must be amended or rescinded as the Board now have no officers, and I think Mr. Ho Kom Tong's name should be substituted for Mr. Fung Wa Chun's.

Mr. LAU CHU PAK minuted—A select committee to look after markets may well be added.

All the select committees were re-elected the only alteration being the substitution suggested.

PUBLIC HEALTH ORDINANCE AMENDMENT.

The amendment of the Public Health and Buildings Ordinance was laid on the table.

The PRESIDENT stated that since the markets had been handed over entirely to the Sanitary Department, he thought it would be necessary to amend the bylaws, and suggested that a committee be appointed with that object.

The President, the Registrar General and Dr. Fitzwilliams were appointed a committee.

EXHUMATION.

Correspondence relative to applications for permits to exhume remains for re-burial in China was submitted.

The PRESIDENT wrote—Appended are a number of applications for permits to exhume remains for re-burial in China. As these applicants have been waiting a considerable time I propose, with the approval of the members of the Board, to instruct the Secretary to issue these permits under section 91A section 3 of the Public Health and Buildings Ordinance at once and have the action confirmed at the next meeting. I believe these applicants to be the duly authorised agents of the next of kin. Will members of the Board kindly write "approve" in the circulating cover if they approve of this action?

Mr. HOOPER minuted—Approve; but we must be satisfied that the remains are at once removed out of the colony.

Hon. Mr. HEWETT—Agree with Mr. Hooper.

Mr. LAU CHU PAK—Approve. I think a select committee should be appointed to deal with such applications so as to prevent delay.

The PRESIDENT wrote—As members of the Board seem to think that certain precautions are necessary I think it better to leave this over until the next meeting of the Board. Three further applications are attached, two of which apply for permission to re-bury in Mount Caroline Cemetery, the remaining application making no statement.

Applications were received from Mr. Chun Yui Tong and Messrs. Denison, Ram and Gibbs for permits to exhume remains for re-burial in the Colonial Cemetery.

Mr. Ho Kom Tong minuted—As far as I know, there is no law to prohibit these kind of burials in the Colonial Cemetery.

Mr. HOOPER—I fail to understand by what authority any site has been granted to the applicants. No one has the power to reserve any site.

Mr. LAU CHU PAK—What authority has the Board in refusing to grant burials in the Colonial Cemetery?

Hon. REGISTRAR GENERAL—We cannot refuse permits to exhume except on sanitary grounds.

Hon. Mr. HEWETT—I cannot pass an opinion on the two cases under consideration as I do not know the standing of the people concerned, but in view of the very limited area in the Colonial Cemetery I consider this should be as far as possible kept for the use of the "foreign" population. The Government has gone to great expense in providing burial grounds for all classes of residents, and no Asiatic should therefore be interred in the Colonial Cemetery

unless he was during his lifetime a recognised member of one of the Christian denominations, not merely a person who nominally professed Christianity. I make these remarks not in any hostile spirit towards a certain section of the community, but because I consider the Colonial Cemetery, which was originally intended for the interment of "foreigners," should not now be invaded by natives who have ample burial ground supplied elsewhere.

The REGISTRAR-GENERAL—Has the Medical Officer of Health reported as to whether there are any sanitary objections?

The PRESIDENT—There is no report in either case from the Medical Officer of Health.

The REGISTRAR-GENERAL—Then subject to the Medical Officer of Health raising no objections on sanitary grounds, I move that the permission asked for be granted. The law was brought in, not to enable us to hinder exhumations, but to make legal a practice which has been in force for many years. I don't think it is necessary for us to hinder these permits; all we have to do is to see that proper precautions are taken in the interests of the public health.

Mr. Ho Kom Tong seconded.

Mr. HOOPER proposed as an amendment that a committee of the Board be appointed to report on the advisability or otherwise of permitting exhumations, either in the Colonial Cemetery for re-interment of such bodies in other parts of the Colonial cemetery, or for exhumation of bodies from other cemeteries for re-interment in the Colonial cemetery. And if they considered it advisable, what rules and regulations they thought the Board should draw up for permitting such exhumations.

COLONEL BEDFORD seconded the amendment and although a comparative stranger in the Colony, could not help remarking on the enormous number of applications for exhumation and re-burial. All knew of the enormous difficulty experienced at home in getting permission to exhume in the famous Bruce case. Applications here were very frequent, but he was not in a position to judge whether they were necessary.

Mr. LAU CHU PAK, in reply to Colonel Bedford's remarks, informed him that he was in a Colony where the inhabitants were mostly Chinese, and it was the custom of the Chinese to remove the remains of their people after a few years. As regards the Colonial Cemetery, even under the new Ordinance he did not see any authority which prevented Chinese from being exhumed and re-buried there. He understood that the two applicants were Christian converts.

The REGISTRAR-GENERAL opposed the amendment, although he had no objection to the appointment of a committee. But he did not think that consideration of these applications should be held up until the committee reported.

The VICE PRESIDENT agreed with the Hon. Mr. Brewin.

The amendment was put to the meeting and lost, and the motion was then put and carried.

Mr. HOOPER said there was another point that had arisen, and must arise on this, and as the formation of a committee had not been approved he would ask the Board's indulgence to draw their attention to it. Where were they going to be interred? We had set aside areas for naval, military, civil servants, and old residents, and we should set aside an area for another section that was, the Chinese Protestants. The board should lay down some regulations so as not to have them scattered all over the place.

The PRESIDENT—Is the committee to apply particularly to this case, or generally?

Mr. HOOPER—As you will see from my remarks, it must be generally.

Mr. LAU CHU PAK—It will have nothing to do with these two applications, which have already been granted.

The REGISTRAR-GENERAL—If there is any doubt about my motion I will move that the applicants be given a permit to exhume and re-bury in the Colonial Cemetery.

Mr. HOOPER—Who chooses the site?

The REGISTRAR-GENERAL—I don't care who chooses the site.

Mr. HOOPER—But I do. I think it would be very repugnant to civil servants to bury a Chinese on their site and raise a monument over him.

The REGISTRAR-GENERAL—Why do you speak for me?

Mr. HOOPER—Because I think that you have feelings which most of us are credited with.

The REGISTRAR-GENERAL—I hope I am not credited with such feelings.

The PRESIDENT—Persons are buried in regular order in that portion of the cemetery to which that person is entitled.

Mr. HOOPER—If you are in possession of any information which the Board is not, I don't think you are entitled to withhold it.

The VICE-PRESIDENT stated that sanction had been given by the Government for re-burial in certain cases.

Mr. HOOPER moved that this matter be brought to the notice of the Government. We were told that the Government had sold a Chinaman a site. That was placing the Chinese in a better position than the English in this Colony.

The PRESIDENT—In this particular instance the Government refused a site, but allowed a man to be buried in one part of the cemetery instead of another.

The REGISTRAR-GENERAL—I think we had better get to order.

Mr. HOOPER—It is well to have the truth out.

The PRESIDENT—We have decided on the two applications, and I don't know whether Mr Hooper is going to propose a resolution or not. If not, we will go on to the other business.

Mr. LAU CHU PAK moved that a select committee be appointed to deal with the question of exhumation. The Chinese only disturbed relatives' graves on occasions set apart for ancestral worship.

The REGISTRAR-GENERAL seconded.

Mr. HOOPER did not think a committee was necessary. He thought the Board should authorise the President to grant permits for exhumation, provided it was for removal out of the Colony.

The PRESIDENT—Then there is the other question of re-burial in a Chinese cemetery. The Chinese choose lucky days to re-bury in Chinese cemeteries here.

Mr. LAU CHU PAK—The Tung Wah Hospital are often called upon to ask the Government for permission to exhume bodies and re-bury them in selected sites.

Mr. HOOPER—I don't think any opposition should be raised to their exhumation and removal from the Colony.

The PRESIDENT and REGISTRAR-GENERAL were appointed a committee to grant exhumation permits for removal out of the Colony.

A HOTEL APPLICATION.

An application was submitted on behalf of Mr. Dick Daly for permission to instal a urinal and automatic flushing system at his hotel, "The Owl Grill Rooms."

Hon. Mr. HEWETT minuted—The application should only be granted on the following conditions: that an adequate and independent water supply be provided and only so long as the place is used as an hotel. Unless some such restrictions be made they might in time to come find a number of houses passing into private use which had w.c.s., over which possibly, no proper supervision could be maintained.

The PRESIDENT moved that the application be granted on the terms mentioned by Mr. Hewett.

Col BEDFORD moved that the words "so long as it remains a hotel" be eliminated.

Mr. HOOPER seconded and on a vote being taken the amendment was carried.

LIGHTING OF THE MARKETS.

A report on the lighting of the Central and New Western Markets was submitted. The committee stated that in their opinion the best method of lighting the Central market was by a large number of moderate candle power instead of lamps of high candle power. As the Electric Lighting Company were willing to increase the candle power in the market, and as the difference in the cost between electric lighting and Kitson lights was not great, the committee recommended that the offer of the Electric Lighting Company be accepted. The committee recommended that the present system of lighting in the New Western Market, Kitson Lights, be continued, with the addition of one extra lamp over the Central alleyway.

The report was signed by the Head of the Department, the Registrar General and Mr. Shelton Hooper.

Mr. HOOPER added a minute that he considered that each stall having a separate electric lamp should be charged an extra rent, as it was clearly not fair to the other stall holders who had to provide their own lamps.

The report was adopted, Mr. HOOPER stating that although he signed a minority report he was in agreement with the report.

A BAKEHOUSE.

A letter was submitted from Messrs. Denison, Ram and Gibbs asking that the premises recently occupied by Messrs. Weismann in Queen's Road as a bakery and refreshment rooms be used for a similar establishment, and that two water closets might be provided on the premises.

The MEDICAL OFFICER OF HEALTH reported that the place needed to be put thoroughly in order and might then be used as a bake house again.

Dr. FITZWILLIAMS minuted—From the report of the Medical Officer of Health there seems to be so much to be done before the premises could be used as a bakehouse that I recommend that the application be refused.

The application was granted.

NUISANCE AT WONGNEICHEONG.

Mr. HOOPER asked if the attention of the President of the Board had been directed to the statements in the local press regarding the insanitary conditions at Wongneicheong and what steps would be taken to abate the nuisance.

The PRESIDENT replied that several alterations in the channels were being made. The matter of most importance was the training of the nullahs.

Mr. HOOPER—Did you find any carcasses of dead pigs?

The PRESIDENT—Not when I was there.

DEATH OF DR. WILLIAM HUNTER.

We record with deep regret the death of Dr. William Hunter, who since 1901 has held the appointment of Government bacteriologist in Hongkong. He died on Wednesday morning at the Government Civil Hospital at the early age of 34. A man of high attainments, he seemed to have before him a professional career of great promise, and the news of his death yesterday evoked expressions of deep regret from all who knew him. The most profound sympathy is felt with Mrs. Hunter in her bereavement following as it does so closely upon the sad death of her little son in a London lift accident as they were on the eve of returning to Hongkong at the end of last year after twelve months' holiday at Home. Dr. Hunter returned from his leave in January last. His career is set out in *Who's Who in the Far East* as follows:

M. B., C.M., Aberdeen (Honours), F.R.I.P.H., London; Government Bacteriologist, Director of Bacteriological Institute, and Medical Officer in charge of the Govt. Public Mortuary; Lecturer in Pathology and Bacteriology, School of Medicine for Chinese, Hongkong; b. May 25, 1875 at Macduff, Banffshire, Scotland, s. of the late Rev. W. Hunter, Macduff, Scotland; m. 1902, Marie Alice, d. of James Rae, of Calter, Aberdeenshire. Educ.: Milne's Institution, Fochabers; Robert Gordon's College; King's College; Marischal College, Aberdeen; University of Leipzig, University of Berlin, Germany; King's College; West London Hospital; most distinguished Medical Graduate, Aberdeen University, 1893; James Anderson Medallist and Scholar, Aberdeen, 1896; John Hurray Medallist and Scholar, Aberdeen and Middlesex Hospital, Lond, 1896; George Thompson Travelling Fellowship, 1897-99; Acting Medical and Surgical Officer, Royal Infirmary, Aberdeen, 1896; Laboratory Assistant, Pathological Department, Aberdeen University, 1897; Clinical Assistant National Hospital for Paralyzed and Epileptic, London, 1899-1900; Laboratory Assistant, Neuropathological Laboratory, King's College, London, 1900; Assistant Bacteriologist, London Hospital, 1900-01; Director of Pathological Institute, Lond. Hospital, 1901; Member of British Medical Association, Member of Neuropathological and Physiological Societies of Great Britain; Fellow of the Royal Institute of Public Health, London; Member of Commission appointed by Government of Hongkong to enquire into Excessive Infantile Mortality amongst Chinese, 1903. Publications: "Epidemic and

Epizootic Plague," Hongkong, 1904; "A Research into the Etiology of Beriberi" (jointly) 1906; "Reports of the Government Bacteriologist for the year 1902 to 1906 inclusive; numerous contributions to Medical literature from year 1897, chiefly contained in "Journal of Anatomy," 1897; "Brain," 1899; "Journal of Pathology," 1900; "Journal of State Medicine," 1900; "Centralblatt der Bakteriologie," 1901-05; "Lancet," 1901-05. "British Medical Journal," 1902-06; "Journal of Preventive Medicine," 1905, "Journal of Tropical Medicine," 1905. Club: Hongkong. Address: Mountain View, The Peak, Hongkong.

THE FUNERAL.

The remains of the late Dr. Hunter, Government Bacteriologist, were interred in the Colonial Cemetery at Happy Valley on the 10th inst., the funeral cortege including a large number of friends. Numerous wreaths were sent. The burial service was conducted by the Rev. F. T. Johnson. The large attendance included Captain Mitchell-Taylor, A.D.C. to His Excellency the Governor, Hon. Mr. F. J. Badgley, Captain Superintendent of Police, Major Probyn, R. A. M. C., Hon. Dr. Ho Kai, Drs. Bell, Koch, Thomson, Pearce, Clark, Gibson, Black, Messrs. J. H. Kemp, P. N. H. Jones, E. J. Hughes, R. A. Harding, G. A. Woodcock, F. B. L. Bowley, R. H. A. Craig, A. S. Tuxford, A. R. Sutherland, the whole staff of the Lecturers of the Hongkong College of Medicine, in which the deceased was Lecturer on Pathology and Bacteriology, together with the students of the College.

At a full meeting of the Senate, at which this formal representation of the Medical College was resolved upon, the following resolution of condolence with Mrs. Hunter was placed on the records:—

"The members of the Senate of the Hongkong College of Medicine desire to convey to the widow of Dr. William Hunter their most sincere sympathy with her in her bereavement."

"Dr. Hunter has since his first arrival in this colony in 1901 been a most keen and sympathetic supporter of the College, and has given much good work to the furtherance of its objects. Through his death the College has lost one of its most able, enthusiastic and successful teachers."

VICTORIA SCHOOL.

A lecture on "Wellington" was delivered at 11.30 a.m. on Wednesday by Lieut. Simmonds R. A. at Victoria School to the senior pupils of the Kowloon and Victoria schools. Mr. B. James, Head Master, in introducing the lecturer, stated that Lieut. Simmonds had offered a prize for the best essay resulting from the lecture. At the conclusion of the lecture, Lieut. Colonel Chapman addressed the pupils and informed them that he had persuaded the Head Master to give them a half-holiday and also that it was his intention to give a prize for the second best essay. After the National Anthem, cheers for the lecturer and Col. Chapman, an adjournment was made to the woods behind the school, where an exhibition of Baden-Powell Boy Scouting, in which both schools took part, was witnessed.

A NEW TRADAL ROUTE.

KOREAN PORT MAY RIVAL VLADIVOSTOCK. From time to time in the recent past the columns of the Far Eastern press have contained allusions to Chongjin, the newly-opened port on the north-east of Korea, and there have been several predictions as to the important part likely to be ultimately played by this harbour as a commercial mart. A telegram now received from Seoul says, according to the *Japan Mail*, that the place has been officially declared a free port, and suggests that this step may probably have the effect of elevating Chongjin to the position of a rival of Vladivostock. Our readers will doubtless remember that there is a light railway connecting Chongjin with Hoiryong, and that a line from the latter place to Kirin is ultimately projected. If that programme be carried out Chongjin may have an important future. At any rate it will immediately become the port of entry and exit for goods to and from Chieniao.

CORRESPONDENCE.

LIFE INSURANCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Priory Mount,
St. Leonards-on-Sea.
May, 12th 1909.

DEAR SIR,—A copy of your issue of the 3rd April containing the letter of the Secretary of the Standard Life Assurance Co. has only now reached me. As the statements made therein place my action in quite a wrong light I shall be glad if you will publish these further remarks.

Mr. Trevor states that, before the copies of the correspondence arrived at his Head Office in Edinburgh, I had already accepted the sum offered me by the Company.

Much correspondence passed between the Head Office and me on the subject of my policy. I insisted on a search being made in the Shanghai correspondence and eventually received from Edinburgh a letter dated 10th February as follows:—

"We have received a letter from our representative in Shanghai stating that he has made a thorough search among the records of our office there for the years 1893-4 and that he has been unable to trace any letter from you to Mr. W. T. Phipps our late Agent in Shanghai or from Mr. Phipps to you bearing on the question of Bonus."

Copies of two letters to me from Mr. W. T. Phipps written after the policy was issued, and having nothing to do with the present issue, were enclosed as (presumably) the sole correspondence which passed. It was only on receipt of this letter that I accepted the sum offered for my policy as I was unable to produce any written proof of my statements.

Mr. Trevor characterizes my letter to you as "both inaccurate and malicious." In accuracy I must, in view of Mr. Trevor's letter to you, admit to this extent, that Mr. W. T. Phipps appears quite exonerated in this matter. I would however, put it to your impartial readers whether the Standard Head Office were acting honestly and ingenuously in withholding from me the letter from that gentleman to the Foochow agent quoted in Mr. Trevor's letter to you, especially in view of the long correspondence which had passed between us? It is now proved conclusively that the question of bonus was raised by me at the time and referred to the Shanghai Chief Agent, though not, as I believed direct, by me but through the Foochow agent. It would be interesting to know in what terms the letter from the latter was couched which drew forth the reply which Mr. Trevor quotes.

I have only further to add that Mr. W. T. Phipps' letter was not shown to me and that I was informed by the local Agent, as a reply coming from the Chief Agent that the over-rate of premium for residence in China would be made up to me (if I survived) by increased quinquennial bonus. This statement appeared to me on the face of it quite reasonable, and it was on that understanding that I took out the Policy.

The "inaccuracy" spoken of by Mr. Trevor does not seem a very serious one considering that it referred to a transaction which took place 15 years ago.

I am sincerely glad that the former Chief Agent is entirely exonerated and trust that you will publish this letter which I think will convince you and your readers that there was neither malice nor intentional inaccuracy in my communication to you.—I am, dear Sir, Your faithfully.

R. W. MANSFIELD.

A serious fire occurred in East Hanbury Road Shanghai on the 2nd inst. which unfortunately was attended with serious accident. A pony was burnt to death, and foreman A. E. Fenton, of Hongkew, was seriously burnt about the face and hands, his injuries necessitating his removal to the hospital for medical attention. Between forty and fifty shops and houses were destroyed before the fire was got under control.

NUMEROUS CONVICTS ESCAPE FROM PRISON.

A PANIC AT SHUN TAK.

Our Canton correspondent writes:—On the 3rd instant at about 5 p.m. over 150 prisoners of the Shun Tak prison rebelled and fought their way out of the prison with very little resistance. It appears that the whole affair was planned many days ahead by notorious pirates named Lo Wing, Ng Man Ng and Ng Man Luk, who were awaiting capital sentence to be passed upon them. All preparations for their escape had been made with the assistance of their confederates outside. Several steam launches were engaged and had steam-up, ready to leave the various places of rendezvous at a moment's notice. In the afternoon of the day in question the wife of one of the pirates, having bribed the turnkey of the western prison (outer prison for prisoners of minor offences), took a large bundle into the prison supposed to contain clothes, mosquito nets etc., but in reality the contents were revolvers, pistols and swords. From the western prison she managed to smuggle the bundle into the inner prison (for confinement of prisoners charged with serious offences), where Lo Wing and his associates were confined. These leading desperados had already bribed the gaol-keeper to have their fetters removed several days previously in anticipation of the opportunity to escape. Lo Wing, on receipt of the bundle from the woman, immediately opened it and distributed the weapons amongst his fellow prisoners, about seventy in all. He took the lead and broke open the prison gate at the same time shouting, "Those who desire freedom follow me!"

Lo Wing led them to the outer prison and there he repeated his appeal. Then they all rushed to the guardroom where Lo Wing shot the officer in charge of the soldiers, and took possession of all the firearms, after which they went out into the street, and left the city by the East gate. There was a regular panic in the whole city as the prisoners had confederates posted in all quarters. Some of the citizens beat gongs to call the attention of the police, but none of them made any effort to recapture the prisoners. After leaving the East gate, the fugitives had a very trying time as there are many military stations outside the city, and before the prisoners got there, many of the stations were warned of what had occurred.

The soldiers were ambushed in many places and fired on the prisoners as they passed. A general fusillade ensued between the soldiers and prisoners, during which about 15 prisoners were killed and over 20 were recaptured. Of the three leaders, only Lo Wing escaped; Ng Man Ng was killed, and Ng Man Luk was recaptured; the rest of them escaped by launches.

Several soldiers are reported to have been killed and wounded in the fight.

The Shun Tak Magistrate did not dare to report the matter at once. The gentry of Shun Tak, fearing that the escaped convicts might take revenge, sent a deputation to inform Viceroy Chang of what had occurred. The Viceroy was incensed on hearing of this and immediately cashiered Magistrate Lai and six military officers of Shun Tak, and has given them a fortnight to recapture the fugitives. A new magistrate surnamed Shum has been appointed to fill the post of Lai. The Viceroy has deputed the Kwong Chau Prefect and several high military officers to Shun Tak to investigate the matter. A few gunboats were also dispatched to search for the steam launches which were engaged by the fugitives.

ELECTRIC LIGHT AT CANTON.

The position of managing director of the new Electric Light Company at Canton, our Canton correspondent says, has been offered by the Chinese Government to Mr. Fung Wa Chun after the concern is taken over by the Chinese Government and the merchants, but our contributor is informed that Mr. Fung Wa Chun has declined to accept the position. It is reported that last week the Chinese in Canton bought over 1,000 shares of the China Light and Power Company, paying prices varying from \$7 to \$8 per share.

PLAGUE AT CANTON.

A WILY PLEA TO CONTINUE THE BOYCOTT.

The following is a translation of a letter sent by Chan Yan Pui to the Self-Government Society of Canton:—

"I beg respectfully to draw the attention of the Self-government Society to the prevalence of plague in Canton. The number of people who have died through contracting the disease has been countless and the epidemic is still spreading rapidly in every part of the city. People say that rat fleas are the principal medium of conveying the disease and that pork is a hot bed for the incubation of plague germs. These assertions are indisputable and unquestionably correct. But very few people are aware that sea delicacies such as dried cuttle-fish, shrimps, beche-de-mer, awabe, mushrooms, etc., have more germs concealed in them than any other kind of food stuff; consequently these articles of food are more adaptable to receive plague germs and furnish rich food for them to thrive. If one would take the trouble to examine a dried cuttle-fish or a dried shrimp through a microscope one would see innumerable germs in it. Besides all sea delicacies are hard substance and very difficult to digest, moreover, there is very little nourishment in them. They are very injurious to health and that is the reason why western people do not eat them. Recently, those Chinese who are studying hygiene, have been giving up eating sea delicacies, and on account of this, the sale of sea delicacies in our markets has greatly declined. Large quantities have remained unsaleable in the markets for a considerable length of time and thus the germs in them have been accumulating. At the present time when plague is so prevalent, and as sea delicacies form one of the principal media of conveyance of that disease, I respectfully beg to exhort all my brethren who are desirous of preserving their health and life to give up eating sea delicacies."

[Sea delicacies form one of the leading lines of import from Japan—Ed.]

A FATAL COLLISION.

VERDICT OF MANSLAUGHTER.

At the Magistracy on the 9th inst. before Mr. J. H. Kemp, sitting as coroner, and Messrs. T. Hunter, A. van Ginkel and A. F. Warrack, jurors, an inquiry was held into the circumstances of the death of a Chinese boat girl named Lo Kam Tai, who was drowned through an unknown launch colliding with, and capsizing the boat, on which she was sleeping.

The master of fishing boat No. 3238 stated that the collision occurred at 2 a.m. on May 15th. His vessel was at anchor near Shaukiwan at the time, and his family, including deceased, were on board. When witness heard the noise made by the approaching launch he arose, but just then the vessel struck the fishing boat and capsized it. Witness dived from beneath his boat and called out "save life." The crew of the launch did not offer any assistance, but steamed straight on. Assisted by other boats' crews, witness succeeded in rescuing all on board with the exception of Lo Kam Tai, who was under the upturned craft. His young son, who was on board at the time, died on the same day at the French Convent.

His Worship informed the jury that in the case of the second child, a doctor certified that he had died from bronchitis.

Witness, proceeding, said his vessel was not anchored in the track of any launches, or near any wharf. Another boat was anchored alongside his, and both vessels were struck. Both boats had lights at the stern which showed above the hoods. Witness trimmed and lighted his lamp, and it should have burned all night. The only light witness saw on the launch was at the stern.

Another boatman, who corroborated the evidence of the previous witness, stated that the hull of the launch which collided with them was gray, while the funnel was yellow.

The jury, after hearing his Worship's directions, returned a verdict of death by drowning, and of manslaughter against some person or persons unknown, on board of an unknown launch.

REPORT OF THE REGISTRAR OF THE SUPREME COURT.

The report of the Registrar of the Supreme Court for the year 1908, which was laid before the Legislative Council yesterday, shows that the total sums collected during the year by way of fees and commissions amounted to \$46,592.80 as against \$76,156.78 in previous year.

ORIGINAL JURISDICTION.

The number of actions instituted in the Court during the year was 206, and there were 280 pending at the commencement of that year as against 261 and 162 respectively in 1907. 168 were disposed of during the year, 58 being settled or withdrawn before trial; 1 transferred to Summary Jurisdiction and 1 transferred to Admiralty leaving a balance of 316 undisposed of, as against 143, 39 and 280 respectively in 1907. The total amount involved was \$2,466,274.90, as against \$3,276,203.22 in 1907. The debts and damages recovered amounted to \$902,864.20, as against 84,049.36 in 1907. The total fees collected amounted to \$15,341, as against \$16,201 in 1907.

SUMMARY JURISDICTION.

The number of actions instituted was 1,735 during the year and 225 were brought forward from 1907, as against 1,894 and 243 respectively in 1907. 1,838 were disposed of, 724 being settled or withdrawn before trial, 184 being struck out, dismissed, and lapsed Writs, 135 struck out of the Cause-Book as having been standing over generally for more than a year, leaving a balance of 122, against 1,912, 792, 231 and 225 respectively in 1907. The total amount involved was \$345,051.29, and the debts and damages recovered amounted to \$111,283.15, as against \$474,500.43 and \$183,952.21 respectively in 1907. The total fees collected amounted to \$9,261.75, as against \$8,705.10 in 1907. The number of Distress Warrants for rent issued was 512, representing aggregate unpaid Rents amounting to \$60,687.87, of which the aggregate sum of \$17,579.95 was recovered, against 469, \$65,614.26 and \$22,122.50 respectively in 1907. 270 Warrants were withdrawn on settlement between the parties, as against 229 in 1907.

The total fees collected amounted to \$2,729.50 as against \$2,770 in 1907.

CRIMINAL JURISDICTION.

There were 26 cases and 59 persons committed for trial at the Criminal Sessions, as against 24 and 70 respectively in 1907. The number of persons actually indicted was 53, of whom 26 were convicted and 27 were acquitted. Against 6 persons no Indictments were filed. In 1907 the figures were respectively 56, 48 and 8.

APPELLATE JURISDICTION.

There were five Appeals instituted during the year, against 13 in 1907.

ADMIRALTY JURISDICTION.

There were four Actions instituted during the year, and 3 were pending in 1907; 4 were disposed of, and 1 was settled before trial, leaving 2 pending. The number of vessels arrested was 1. The total fees collected amounted to \$352 as against \$314.50 in 1907.

BANKRUPTCY JURISDICTION.

There were 34 petitions filed 23 being creditors' petitions, and 11 being petitions by the debtors themselves. The figures for 1907 were respectively 51, 34 and 17. The number of receiving orders made was 30, being 21 on creditors' petitions, and 9 on debtors' petitions. The figures in 1907 were respective 46, 31 and 15, and 1 Administration Order. The number of Public Examinations held was 22, as against 34 in 1907. There were 14 Adjudications; 1 Scheme of Arrangement was approved by the Court. The figures in 1907 were 39 Adjudications 2 Compositions and 1 Scheme of Arrangement approved by the Court. There were 2 discharges, as against 3 in 1907. The aggregate amount of declared assets was \$776,144.03 and declared Liabilities \$1,261,136.27, as against \$860,308.99 and \$2,383,714.06 respectively in 1907. The Fees amounted to \$6,176.02, including the Official Receiver's commission as Trustee where no Trustee had been appointed by the Creditors, as against \$6,255.25 in 1907.

PROBATE AND ADMINISTRATION.

There were 234 Grants made by the Court:— Probates 101 Letters of Administration, 133. The figures in 1907 were respectively 82 and 92.

The aggregate value of the Estates was \$3,405,400, as against \$12,675,740 in 1907.

Probate Duties amounted to \$81,136.00. Additional Probate Duty paid in 1908 - \$120.60. Court Fees amounted to \$8,236.40 and Official Administrator's Commission to \$1,812.13. The figures in 1907 were respectively \$368,938.00, \$11,820.90 and \$1,468.13. No additional Probate Duty was received during that year. There were 69 Estates vested in, or administered by the Official Administrator during the year, representing an aggregate value of \$14,978.17. The figures for 1907 were respectively 42 and \$24,560.78. 28 Estates were wound up during the year, representing an aggregate value of \$42,479.69, as against 22 in 1907 representing \$20,977.40.

OFFICIAL TRUSTS.

The total number of Trust Estates in the hands of the Official Trustee at the end of 1908 was 25 and the aggregate amount of Trust funds \$15,052.42 as against 27 Estates aggregating \$116,215.47 in 1907, and certain house property. The amount of commission collected was \$234.99, as against \$728.47 in 1907.

REGISTRATION OF COMPANIES.

The total number of Companies registered from the commencement of the "Companies Ordinance, 1865," was 561 with an aggregate capital of \$256,761,334.00.

THE PROPOSED GOVERNMENT NOTE ISSUE.

The following letter addressed by the Committee of the Hongkong Chamber of Commerce to the Government has been forwarded by the Secretary of the Chamber for publication:—
Hongkong Chamber of Commerce,
27th May, 1908.

SIR,—With reference to your letter of the 15th April, 1909, (No. 3641/08) on the question of the proposed introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements, I have the honour to point out that the information now before my Committee is not sufficient to enable them to form an opinion as to the proposal and I would beg to be furnished with more details so as to enable my Committee to go fully into the question.

The more important points upon which my Committee would like to be informed are:—

1. The general lines which it is proposed to adopt.
2. The arrangements for exchanging Dollars into Notes and vice versa.
 - (a) Whether the Government will have their own treasuries and staff for working the issue.
 - (b) If not, what alternative system have they in view.
3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the data on which such estimate is based.

My Committee, upon receipt of these fuller details, will then be in a position to express their views on the subject, and I am directed to ask you to thank His Excellency the Governor for referring the matter to the Chamber.—I have &c.

E. A. M. WILLIAMS.
Secretary.

Hon. Mr. F. H. MAY C.M.G.
Colonial Secretary.

DEATH OF MR. H. G. J. MES.

UPS AND DOWNS OF EASTERN LIFE.

With the death of Mr. Horatio G. James, which occurred at his home in Syed Ali Road, at 2.31 p.m., yesterday, says the *Straits Times* of the 29th ult. after a brief illness, Singapore lost a man of excellent parts who was known here only by many older residents, but who had loomed large in the early days of Hongkong's commercial life. He first came to the Far East in a sailing ship to join the firm of Jardine, Matheson & Co., of Hongkong, in which his great abilities and many excellent personal qualities led to his rapid advancement. In 1873 or 1874 he left that firm to go into business for himself with Mr. George Stevens, which

partnership lasted for seven or eight years during which Mr. James accumulated considerable property, doing a profitable steamship trade between Hongkong and Australia, but he was unfortunate enough to lose most of his earnings subsequently through unlucky share transactions, into which he had entered while with and after leaving Mr. Stevens and setting up in business for himself.

AS PLANTER.

About twenty years ago, Mr. James came to Singapore and went into pineapple canning, but found it was not sufficiently profitable and gave it up in favour of the poultry business, while his rubber plantation was growing. He purchased a small plantation in Syed Ali Road, when that at present popular residential district was quite a jungle, traversed by a cart track which was exceedingly difficult of negotiation with rickshas, and soon established himself as a rearer of high quality of poultry and especially turkeys, for which he found a ready sale on the steamers, while eggs bearing his stamp were known as the best to be had in Singapore, by the stewards of all the passenger lines touching at this port. Though this business was not heavily remunerative, it served to support Mr. James in comfort till his rubber trees came into bearing. For a few years past he has been manufacturing large quantities of rubber, both from his little plantation in Syed Ali Road, and also from a plantation in Kota Tinggi, Johore, in which he was interested together with Mr. H. Abrams.

FAILING HEALTH.

Mr. James has been in broken health for some years and has never fully recovered from the great shock given him by the death of his wife, which occurred nearly three years ago. He was attended by Dr. Lim Boon Keng in his last illness. He was of a deeply affectionate nature and has continued to mourn her decease till the day of his own demise. He was an exceedingly generous man, often too much so for his own good, and was many times the prey of the unworthy and the designing. Though acquainted with the three the leading European languages, as well as with Malay and one or two dialects of Chinese, he was of a retiring disposition, not fond of social life and best satisfied when at his own hearth and surrounded by his books, of which he had a large library.

QUAINT PAINTINGS.

The walls of his house contain many quaint paintings, mostly of marine scenes, the product of the brush of his father, Commander Henry James, R.N., who served against the pirates in the Straits of Malacca, in 1836, on H.M.S. *Wolf*, as well as had many other adventures in widely divergent parts of the world. The life of the Commander, from the pen of his only surviving child, Miss Edith A. James, the sister of the deceased, who is now in London, was published by Messrs. Spottiswoode & Co., in 1899.

Mr. James left no relatives in this part of the world, but his affairs are being looked after by Mr. S. Vincent, an old friend of thirty years standing, who has been with him, with Mrs. Vincent, during his last hours.

THE PRATAS ISLAND QUESTION.

The following Canton telegram appears in a Peking contemporary:—

From authoritative sources it is stated that the Japanese Consul here has recognised the indisputable Chinese ownership of Pratas Island, and that he has acknowledged the destruction, by Japanese, of Chinese fishing junks and Chinese ancestral and other temples on the island. But Japan claims that five hundred and ten thousand dollars have been spent, out of which ten thousand dollars have been obtained from the products of the island. Japan proposes to lodge a claim before the Chinese Government for the balance.

The claim is counteracted by the following demands from the Canton Viceroy:

1. Indemnity for the destruction of Chinese fishing boats.
2. Reconstruction of the Chinese temples destroyed by Japan.
3. Indemnity for the illegal removal of Chinese properties and products from the island.

SUPREME COURT.

Tuesday, June 8th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.
GOMPERTZ (PUISNE JUDGE).

CLAIM AGAINST AN ACTOR.

Kwong Koon Kwan, trading as Wai Shing Tong, of 131 Connaught Road Central, sought to recover from Ling Yuk, an actor at the Tsung Hing theatre, the sum of \$1,753.20 being principal and interest on money lent.

Plaintiff waived \$753.20 in order to bring the action within the jurisdiction of the court.

Mr. Otto Kong Sing for plaintiff said Mr. d'Almada was to have appeared for the defendant, but he had written to say that he was no longer instructed.

His Lordship—Does the defendant appear in person?

Mr. Otto Kong Sing—Not that I know. I think he has absconded.

Plaintiff then proved his claim, stating that the money was due on two promissory notes of \$500 each.

His Lordship—You are waiving \$700?

Plaintiff—Yes, that is interest.

Judgment was entered for plaintiff.

Wednesday, June 9th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F.
PIGGOTT).

ACTION FOR CRIMINAL CONVERSATION.

Judgment was delivered by his Lordship on a point of law raised in the action brought by Thomas Alexander Mitchell against John Lemm for criminal conversation. Sir Henry Berkeley, K.C., instructed by Mr. Steavenson, of Messrs Deacon, Looker and Deacon, appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. Harston, appeared for the defendant.

After explaining that plaintiff brought the present action on the same terms as the previous one, and stating that defendant claimed that the matter was *res judicata*, his Lordship dealt with the authorities covering the case, and in conclusion said:—These cases proceed on an accepted principle, that so far as the law is concerned rights do not exist until they are ascertained, and determined by such ascertainment; and although the rights may have been in existence for a long time, yet for all legal purposes, unless the decree ascertaining them otherwise orders, they are not acquired until a decree pronounces in favour of their existence. Acts of the parties may of course take the place of a decree ascertaining the right, if they are sufficient and effective. The application of this principle to retroactive legislation is established in these cases; it alters the rights which the persons affected had before it was passed, and they may enforce them; but it does not affect rights already acquired, that is, determined; and this simple explanation is sufficient; the person who has acquired them under the law as it existed at the time, and there is nothing left on which the new law can operate; the question is, in fact, decided, and is *res judicata*. It certainly requires express words to cancel or destroy rights which have already been determined and acquired.

In coming back to the facts before me, I first repeat the questions which I have already put, based on the standard cases on *res judicata*. Was the former judgment of this Court on the merits of the issue raised in the present action between the parties? The answer must be "No." What then did that judgment decide? That the right of action for criminal conversation was non-existent when the alleged adultery took place, because it had been destroyed. That cannot be pleaded as *res judicata* in this action, the basis of which is that the destroying Ordinance has itself been destroyed, its effect wiped out, and everything declared to be and to have been just as it was before the Ordinance of 1895 was passed. I now put the question which results from the three cases which I have just examined. Did

the defendant acquire any rights by that judgment which are in issue in this action? If he did, alike on general principles as laid down in these cases, as on the effect of repeals as laid down in the Interpretation Ordinance, and which of course apply to this Ordinance, of 1908, those rights would be respected, and the matter would be *res judicata*. But the only right which he could be said to have acquired was not to be vexed twice for the same cause, which is turning the argument in upon itself; it is *petitio principii*, and only raises again the very questions which I have been discussing, in order to ascertain whether they exist or not. The only other possible right which is perceptible as having existed during the period 1895-1908, is to have criminal conversation with another man's wife with impunity. Such was the law then, and it has now been declared by the Legislature that it is to be deemed not to have been the law. I am therefore of opinion that from all points of view that plea fails. Whether as a fact this defendant did have criminal conversation with the plaintiff's wife, as is alleged, is a question still to be decided.

THE GOVERNOR AS PLAINTIFF.

His Lordship gave his formal judgment in the action in which H. E. the Governor was plaintiff, and Chu Ping, of 313 Des Voeux Road, was defendant. The action was for the specific performance by the defendant of an agreement dated 19th December, 1889, whereby Chu Chuen (now deceased) agreed with the Governor of Hongkong, for the consideration therein mentioned, either to resign an equitable proportion of the reclamation to Marine Lot No. 53A, or to pay an equivalent sum of money to the owners of Section B. and D. of the said lot. The plaintiff also asked for the specific performance of a second agreement dated 24th July, 1903, for certain declarations, and for costs.

Sir Henry Berkeley, instructed by Mr. Dennys, took the place of the Hon Mr. H.E. Pollock, who formerly conducted the case for the plaintiff, and Mr. M. W. Slade and Mr. G. C. Alabaster, instructed by Mr. Gedge, of Messrs Johnson, Stokes and Master, appeared for the defendant.

In the course of a lengthy judgment his Lordship said:—The preliminary objection had been taken that Sir Frederick Lugard had no right to bring the action. The position was this: It may be that the Government is to be ultimately benefitted by the agreements entered into in the case of the Praya reclamation but they are not entered into on its behalf, nor does the Government figure in any of them. Therefore, the simple case I have imagined of the Governor suing to enforce the rights of the Government does not arise, because, on the plain wording of the document, it has none. Therefore, if any action can be brought on this agreement, it must be brought by a party to it, or some one to whom the rights have been assigned, and Sir Frederick Lugard is not a party to it, nor the assignee of the rights. This defect is not remedied by the addition that he is suing for and on behalf of the Governor of Hongkong, for the addition amounts to nothing, and cannot invest Sir Frederick Lugard with a right which he himself does not possess. I must therefore treat this as an action brought by Sir Frederick Lugard to enforce cause of action, which, if it exists at all, exists in him personally, though as his title to the action asserts rights, which would result from a judgment, they would not be his personal rights, but would be obtained by him for and on behalf of the government of the Colony.

A careful study of the ordinance makes it remarkably plain, so plain that the wonder is that it should have been so misunderstood. The Government had this large scheme on hand and had determined to undertake it provided those who would directly benefit from it would bear the cost. And the result of the preliminary negotiations was that the majority of the frontagers were willing to accept this benefit provided they each had some share in the land reclaimed. What share? Well, the Government could not say definitely, because the scheme was still in embryo; so they said if you contribute your share of the expense individually you shall have what any one would think was your proper share having regard to the public requirements for roadways and streets; and of course having regard also

to the claims of other lessees. With the majority of the frontagers in favour of the scheme the Government decided to proceed, and determined on what was, no doubt, forcible expropriation so far as the minority was concerned. After referring to the circumstances at the passing of the ordinance his Lordship continued: Suppose in fact that some or many had raised the question that the original compact on which the ordinance was based, that the division was to proceed on the principle of equitable proportion, had not been complied with, can there be any doubt that they would have been entitled to be heard? Assuredly not. They could not have protested before the ordinance was passed because the plan was not in existence. Having had much practical experience in such matters, I say unhesitatingly that a Government would be mad which insisted on pressing through a scheme such as this if it had been challenged as being a breach of their original undertaking by those with whom the undertaking was entered into. Fortunately nothing of the sort happened, and so far as one can judge the adherents seem to have been satisfied that the Government had kept faith and that the proportions allotted to each were equitable from the standpoint of each. There is no evidence that such was the case, but it might be well that this very question which is raised between non-adherents, should have been raised among adherents; and I have no hesitation in saying that if the question whether the complete ignoring of back section holders had been so raised they would have been entitled to a patient hearing and further that if there had only been one without prejudice to the rest of the scheme proceeding, he would have been entitled to have the question, which is raised in this action, very seriously considered by the Government, and if necessary, by the law officers at home. For I wish to say this at once: That is a very serious question, and one not to be so easily assumed adversely to the back section holders as seems to have been done by the Government in this case. Referring to the judgment of his learned predecessor, who said that "equitable proportion" meant so much as a court of equity would give, his Lordship said the Government ought to have treated the protest they had received with less scant courtesy than they did and a timely reference to the law officers at home would have saved this troublesome and very costly litigation. The Government had begun by ignoring its own ordinance. Its duty was manifest, and an amending ordinance ought to have been passed immediately giving the Government and the lessees further time to settle differences. He had been trained in the strictest school of constitutional law, more especially in its application to Crown Colonies; a legislature had been provided and the rights of that legislature must be respected even in the smallest detail. Further, in this case, the rights of individuals were being dealt with and the greatest circumspection was necessary on the part of the Government and its officers that everything should be done regularly. He had no notion of a Government passing an ordinance and then acting autocratically as if no ordinance had been passed and doing what it thinks fit. His learned predecessor in his judgment in the Full Court said: "The Crown, could, however, I presume, by its representative, allow the agreement to be entered into after the three months under its general powers if not under its statutory authority." With much respect such general powers which involved passing by the provisions of an ordinance did not exist. For further guidance of the Executive, he thought it advisable to correct such a misleading impression, which seems to have prevailed in the colony, and what the Government thought they were achieving by dating the agreements and getting them signed by the land officer within three months and not by the other parties, more especially when the other parties were not ready to sign them, he had not the remotest idea. Certainly not compliance with the ordinance. After referring to the preliminary point that had been raised, his Lordship said he was of opinion that Sir F. Lugard the present Governor, had no right or title to sue on the agreements, and the fact that he alleged that he was suing on behalf of the Government did not alter the position of affairs

and therefore that a non-suit should be entered. Reverting to the facts, he said there appeared in the *Government Gazette* of 19th December 1891 a notice which contained a list of lessees who had accepted and among them figured the name of Yu Chow in respect of sections B and D. It was attempted to get that in evidence and of course it was objected to, but the Evidence Ordinance of the colony contained a curious provision which he could not pass over without criticising most adversely. By section 26 (3) of Ordinance 2 of 1889 it was provided that in civil proceedings "all proclamations, etc., and other official communications of the Government appearing in the *Government Gazette* may be proved by the production of such *Gazette* and shall be *prima facie* proof of any fact of a public nature which they were intended to notify." The provision ought to be at once repealed. It was impossible in this way to make any document which was of a public nature and which was put into *Gazette* *prima facie* evidence of the truth of the contents; that was, shift the burden of proof on to the other side, compelling him to prove the untruth. The *Gazette* was generally in charge of the Assistant Colonial Secretary or sometimes of a chief clerk and it simply made anything which a junior officer chose to put into the notice *prima facie* evidence. The danger of the provision was well illustrated by what occurred in this case. The notice must have been a mistake. It could not have been intentional because it was diametrically opposed to the facts, and yet it was attempted to put it in evidence. Continuing he said that the Government was bound by the judgment in the former action, and he suggested that one point, by agreement between Chu Chuen's executors and the Government, should now be referred home for the opinion of some person—preferably the law officers of the Crown to determine. Meanwhile judgment must be entered for the defendant with costs.

On the application of Sir Henry Berkeley a stay of execution was granted while plaintiff considered the position.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT)
WITH LIEUTENANT BECKWITH, R.N.
AS ASSESSOR.

A COLLISION CASE.

Judgment was delivered in the action for damages for collision instituted by Wong Cheong Wai, owner of the junk No. 12,115 against Michael Jehsen, of Apenrade, Schleswig-Holstein, in the Empire of Germany, owner of the steamship *Holstein*, plaintiff claiming \$10,000 for the loss of the junk and her cargo. The collision took place on the China Sea on 4th October, 1908. The Hon. Mr. H. E. Pollock, K.C., instructed by Messrs. Goldring, Barlow, and Morrell, formerly appeared for the plaintiff who was now represented by Mr. H. G. Calthrop, and Mr. M. W. Slade, instructed by Messrs. Deacon, Looker and Deacon, appeared for the defendant.

His Lordship said:—The plaintiff is the owner of a certain junk and he brings an action *in rem* against the s.s. *Holstein* for damages resulting from a collision, which is alleged to have occurred in the China Sea, during the night of 24th October, 1908, about seven miles due south of Tong Mi Point. The stories as told by those on board the two vessels are more than usually discrepant. The junk was, according to the story told by the master and his steersman, proceeding to her regular fishing ground which lies about fifty miles south of Tong Mi Point; she had been fishing in the bay between that point and Chi Lang Point and was sailing on the port tack with a light northeast wind, as near to the wind as she could sail, and with only just steerage way on her. The men say that the course they were on would take them in ordinary circumstances about six hours to get to the fishing ground without tacking; also that they did not tack at all after they were once on their course, which was set before they got away from the Point. The *Holstein* was proceeding on her regular course from Swatow to Hongkong at about eleven knots. The night was clear with starlight but there was no moon. The discrepancies in the two stories begin at once. The junk, says the owner, was hit by the *Holstein* aft of her after bulk head "just where

we go down into the cabin"; the stern was wrenched off and sank with four persons on board, who were drowned. The remainder of the junk was towed to the shore by another junk which was in company with the plaintiff's junk, and afterwards towed round to Shaukiwan; and there she is, or was, when this action was commenced, on the slips, in witness of the story, as Messrs Long Hing's excellent photographs showed. And a Chinese fireman from the *Holstein* came and told us that he had seen the bit of the stern floating down the starboard side of the ship level with the water, apparently just on the point of sinking. He also heard cries of "save life," but the master and second mate of the *Holstein* threw doubts on this story and questioned the identity of the junk on the slips with that of the junk with which they were in collision. For this reason—it is quite true that their ship did strike a junk about where the junk people say she struck theirs, but there was no crash, only I suppose a bump; and they heard no cries; and as the junk with her sails set slipped down alongside the *Holstein* both master and mate say they saw the outline of her sails and her three masts standing; that is to say, they saw the pole in the stern on which the stern light would have been suspended. Therefore, according to them, this junk was not cut in two at all, and the vessel on the slips of which we had the photographs is not the junk with which they collided, and that one has joined the fleet of the "Flying Dutchman." In order to get at the truth of his preliminary fact of identity I proposed two questions to the assessor. First: Would a junk with her stern knocked off, as shown in the photographs put in evidence, keep sufficiently afloat to enable her to be towed some seven miles to the shore? And further to enable her to be towed round the coast to Shaukiwan? His answer is: Yes. As a water logged junk she would tow a wash in smooth water a long way; certainly all of seven miles. Probably some strengthening would be done to her by cross beams before she left for Shaukiwan. Second: Would a steamer of the size of the s.s. *Holstein* going at half speed, about seven knots, according to the mate's evidence, coming into contact with a junk sailing slowly across her bows at more or less of a right angle, at a point just aft of her after bulk head, do her no damage at all, but merely cause her to swing round and glide past the steamer uninjured? His answer is: I consider that certain top damage would be done but not the amount shown in the photographs; as the blow would be a glancing one with the tendency to push the junk away after impact. These answers show that the assessor thinks either that the damage done to the junk was very slight and was deliberately aggravated when she was brought to Hongkong, or suffered more damage while she was being towed down, or that the junk on the slips was not the junk with which the *Holstein* collided. He naturally cannot do more than give expression to his doubts. I must therefore decide the question on the evidence. I cannot accept the theory that the junk is a different one altogether, for the coincidence would be too extraordinary for me to adopt in the absence of anything but surmise to guide me. And if she was the junk and was on the slips she was there because she was damaged, presumably by the collision; this would not affect the judgment but only the amount of damages, as to which there would have to be some precise negative evidence. I have reason to doubt the inference drawn by them on the night in question. I conclude that they must be mistaken as to what they saw of the junk as she slipped by the steamer. Moreover the identity of the junk was not formally challenged so as to throw the burden of proving it on the plaintiff; it was only done somewhat superficially in cross examination, so that the onus was on the *Holstein*; and many points occur to me which if proved might have gone far to substantiate the suggestion; such as careful examination of the junk itself, and as to the ownership as shown by the books of the owner of the slips. While therefore, I admit the force of the assessor's doubts, I must hold that the junk's identity has been established. I now come to the question of lights. The evidence of the plaintiff himself shows that the junk was not carrying two bright white lights of which one was on the foremast head; she was apparently carrying

one in the stern which was out six feet above her hull or sixteen feet above the sea. If she had a second light it was on her main mast and not on the foremast; it was not at the top even of that mast and was not so high as the light in the stern. The defendant relies on this fact to bring the junk within sub-section 30 of a new section introduced into the Merchant shipping Act of the colony by Ordinance 16 of 1906. The misprint of section 11 for section 5 of the an earlier amending Ordinance of 1905 may be treated as such as it is immaterial; because section 25 of the principal ordinance is in fact amended by the Ordinance of 1905 and therefore incorporated into it irrespective of the erroneous recital. The object of this section is to extend the provisions as to lights prescribed by section 25 of the principal ordinance for junks when under way in the waters of the Colony to junks when they are beyond those waters. It provides that if in any section brought in a court in the colony in respect of a collision between sunset and sunrise, in or outside the waters of the colony, between a junk and another vessel, it is proved that the junk did not carry the lights prescribed for sailing vessels by the International Collision Regulations or the lights prescribed for junks by section 25 of the principal ordinance as amended, then such shall be deemed to be in fault. I think the grammar, although it was criticised, bears the meaning I had given to it. It is intended to be a procedure ordinance, denying the right of action to junks unless certain conditions have been fulfilled; but is drafted in such a way as to make it differ hardly if at all from substantive legislation having an extraterritorial operation. But in view of the decision I have recently given on the effect of the King's non-allowance or express allowance of Ordinances in Crown colonies, the question whether this provision is ultra vires the Hongkong Legislature or not, need not be considered. Subject therefore to the proviso of this section I must hold in virtue of it that the junk was in fault. The proviso is as follows "unless it is shown to the satisfaction of the court that the circumstances of the case made the omission to carry such lights necessary." On the plain meaning of these words this case does not fall within them because there is nothing to show that the omission to carry the prescribed lights was necessary. But I was referred to the case of the *Englishman* where, so it was said, similar words used in a section of the Merchant Shipping Act 1894 had received a different construction. The *Englishman* was based on a judgment of the Privy Council in the *Fanny M. Carvill* which is a very important decision; but on a careful perusal of the judgment it will be seen that these words were in fact interpreted according to their normal meaning. What the Committee decided was the proper effect of a law which says that, if regulations have been infringed, the ship by which they have been infringed shall be deemed to be in fault. It was held that these words do not mean that there is an absolute presumption of culpability against the vessel guilty of such infringement, to which the Court is bound to give effect, whatever the nature of the infringement may be; but that the reasonable construction was to be placed upon them; "that the infringement must be one having some possible connection with the collision or in other words, that the presumption of culpability may be met by proof that the infringement could not by any possibility have contributed to the collision." The words which were interpreted by this decision were "shall be deemed to be in fault"; and not the proviso as to the departure from the regulations being excused if it was necessary. These same words "shall be deemed to be in fault" occur in the local legislation which I am considering, and they must clearly be interpreted by the light of the decision and that of the *Englishman*. Therefore I put to the assessor this third question—The junk having infringed the regulations as to lights and carrying only a stern light, can it be said that this fact could not by any possibility have contributed to the collision? In other words do you accept the mate's statement that had there been the regulation lights he could have told the junk's course more accurately? His answer is—Emphatically, it cannot be said that the infringement of the regulations

as to lights could not by any possibility have contributed to the collision as with proper lights, that is, a high light forward, and another light some fifteen feet lower and aft, the officer in question would have seen at a glance how the junk was coming. Looking at this question as a judge I see a great distinction between the facts of this case and those of the *Englishman*. There the trawler had infringed the regulations by not exhibiting the regulation lights; but the court held that in the absence of a lookout on the part of the schooner, this neglect on the part of the trawler could not by any possibility have contributed to the collision. Each case must be decided on its merits, and even assuming the *Holstein* to have been in fault by reason of a wrong inference which the second mate drew as to the course of the junk, I cannot say that this wrong inference would still certainly have been drawn had the junk shown both her lights; and therefore that by no possibility did the exhibition of the stern light only on the junk not contribute to the collision caused by the wrong inference as to her course. I therefore hold the junk to blame. Is the *Holstein* also to blame? This seems to me to resolve itself into one question and one question only, there are a variety of subordinate questions but they all come back to this one. Was the inference which the second mate drew as to the course of the junk a reasonable and seamanlike one? This inference was that when he first saw her light she was on the starboard tack and that his subsequent observation of her one light led him to the conclusion that she had altered her course and was coming back on the port tack. The subsidiary questions are—If he had held on his course would he have struck the junk, or did his starboarding his helm bring about the collision, or if he had ported his helm, would he still have struck her or would he have avoided her? The court is not to be wise after the event; and we know now that, if he had done anything but what in fact he did, there would have been no collision. If, as a matter of fact, the junk did alter her course, then possibly different considerations might arise. I therefore put this fourth question to the assessor—In your opinion did the junk alter her course. His answer is—No, I believe that the junk was on the port tack and kept her course the whole time the *s.s. Holstein* was in sight up to the collision. The assessor bases himself, of course, on the nautical evidence; and with regard to that evidence I see no reason for disbelieving the statements of the junk people as to the lights which they saw. Both men were positive that they saw the steamer's red light and nothing could shake them; it was also clear that they knew red from green. They say they saw the *Holstein's* mast head white light and her red light and did not see her green light till the moment of the collision. Moreover I cannot see the slightest reason for doubting their story as to what they had been doing and as to where they had been and where they were going. They had been fishing in or about the bay for a few days, were some miles to the west of Tong Mi Point, and were going straight back to their fishing grounds. I now come to the cause of all the trouble, the inference, which the mate drew that the junk was on the starboard tack, and I think that the test of the *Holstein's* liability must depend on whether this was a reasonable and seamanlike inference. I therefore put this question to the assessor—Bearing in mind the fact that the junk had only one light visible and accepting the mate's evidence as true, was the inference which he drew that the junk was on the starboard tack, a seamanlike inference? If you should answer this in the affirmative, was the manoeuvre which he did in fact execute a seamanlike manoeuvre? His answer is—When the officer of the watch on the *s.s. Holstein* first saw the light I do not think for a moment that he considered what tack she was on as there was only a single light showing. Now it is a recognised axiom in seamanship to haul away from an unknown light and if necessary to bring it abast the beam and so make safety of it.

This involves answering the second part of the question, and to this the assessor says—I consider the officer in question acted as would be required by the ordinary practice of a seaman and by the special circumstances of this case.

But his helm should have been put to starboard sooner, as he approached the junk too close before giving way. I accept these answers. The problem is not a very difficult one, and it has been worked out for me to scale by the assessor. The *Holstein* was going 11 knots when the junk appeared on her starboard bow. She will therefore have moved on three and a half cables in two minutes. The wind according to the *Holstein's* preliminary act was northerly, a fresh breeze. This was the mate's own observation; so that if the junk had been on the starboard tack as he supposed two minutes' sailing would have brought her broader on the *Holstein's* bow, and with the two minutes' steaming of the *Holstein* herself the junk would have been nineteen degrees on the starboard bow, that is, one and three quarter points. Whereas if the junk were as a fact on the port tack coming along with just steerage way, that is about one and half knots an hour, with the *Holstein* going at 11 knots for two minutes, the junk would have closed one degree which is inappreciable in bearing. The mate says that he saw twenty lights all in the same direction and that the nearest light, that is the plaintiff's junk, was half a point on the starboard bow, three-quarters of a mile off; and that after two minutes' steaming the light widened about a quarter of a point, whereupon he altered his helm and brought the light one point on the starboard bow. In cross-examination he stretched his calculations a little, saying that the junk's light broadened from a half to three quarters or one point in these two minutes. But if his inference had been correct when he altered his course half a point to port at the end of the two minutes, he would have brought the light even wider on the starboard bow than he says he did; it would have been all of two points, thirty seconds after starboarding his helm, which shows that his inference was completely wrong. It is also material to note that he came to the conclusion that all the other lights were on the same tack, that is, going away from the *Holstein*, so that I cannot take his observations as having been superficial. Further, I cannot understand how having come to this conclusion and thinking, as he said, that the *Holstein's* would pass all clear, he should also have thought it necessary even for greater safety to alter the *Holstein's* course to give the junks a wider berth. I am therefore of opinion that there was no justification for the assumption that the junk was on the starboard tack and afterwards altered her course. Therefore as the collision did result from the manoeuvre which he thought his inference necessitated, I hold the *Holstein* also to blame. As to whether the *Holstein* stood by sufficiently, I do not think anything turns on it. The assessor however, does not see anything to criticise in the manoeuvres adopted by the *Holstein* after the collision.

In reply to questions his Lordship said that both parties would pay their own costs.

Thursday, 10th June.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR F. PIGGOTT).

FORFEITURE OF SECURITY.

Re Kwong Hang Tai, the Official Receiver said this was an application for the forfeiture of a security of £83,300 given by Sip Hing Tung and Li Hip Chu. The debtors were arrested under the Bankruptcy Ordinance, and afterwards an order was made that they should give security for their appearance in the sum of £3,300. A previous application was made in June last year, when debtors appeared in Court. Since then he had obtained further information as regards property in Canton, and he wished to have the debtors examined. Debtors had been served with notice to appear.

His Lordship—How have you foreseen that they will not appear.

The Official Receiver—If they appear I don't apply.

Debtors' names were called but they did not answer.

The Official Receiver asked that the order be made so that the money could be applied to the estate for the benefit of the creditors.

His Lordship—I don't see what claim the creditors have.

The Official Receiver—Well, my Lord, they are the people who lose the money.

The application was granted.

APPLICATION FOR DISCHARGE.

Mr. F. X. d'Almada applied for the discharge of Ng Kam Sang, one of the partners of the Yuen On Company, and stated that Mr. Goldring, who appeared for the petitioning creditor did not object.

His Lordship asked what dividend had been paid.

The Official Receiver—No dividend yet.

His Lordship—Any chance?

The Official Receiver—A dividend will be paid, but not 50 per cent. Therefore your Lordship is bound to suspend the discharge.

His Lordship—I might make it six months.

The Official Receiver—Your Lordship generally makes it a year.

His Lordship—There is nothing alleged against the man is there?

The Official Receiver—Not against this particular man, but I have something against the other partners.

Mr. d'Almada explained that this man was arrested at the instance of the other partners, who afterwards disappeared.

His Lordship—As far as he is concerned, he has done everything to assist you?

The Official Receiver—Yes, my Lord, because he is under a bond to do so.

His Lordship—So are they all.

Mr. d'Almada—I don't ask your Lordship to discharge the firm, but to discharge him.

The Official Receiver—The reason he is applying for his discharge is in order to get back the \$1,000 furnished as security.

His Lordship—But the security won't be released until he is finally discharged.

An order was made suspending the discharge for six months, and the application for the release of security was adjourned until the expiration of that period.

A CONTRACTOR'S AFFAIRS.

Re Tsang King, the well-known contractor against whom a receiving order had been made on the petition of the Green Island Cement Company, Mr. Holborrow applied for a rescission of the receiving order.

The Official Receiver objected that sufficient publicity had not been given to the matter, and pointed out that other creditors might come forward.

His Lordship thought the matter should be advertised.

The Official Receiver said debtor was a man with large contracts and it was quite possible other creditors, especially Chinese, might not know.

His Lordship said that, if no further creditors appeared in fifteen days, the order would be made.

A BUILDER'S FAILURE.

Wong Yee, a building contractor, appeared to undergo his first public examination. In reply to the Official Receiver, he stated that he commenced the Taikoo Dock in 1901. He started with a capital of about \$1,000. He had no partners. Out of Taikoo contracts he made a profit of from \$20,000 to \$30,000, which he put in the business. During the last two years he lost over \$10,000. He lost \$1,500 on a slipway and lost \$3,500 on a contract for cutting away a hill. He had several hundred workmen, and as they could not work owing to the rain, he had to support them. He had borrowed money since and he proposed to his creditors that, if allowed to work, he would pay 10 per cent. per annum. The creditors were agreeable.

Examination closed.

A MERCHANT'S FAILURE.

Re D. R. Captain, debtor stated in reply to the Official Receiver that he was unable to furnish the statements of accounts asked, as he had not kept proper books.

The examination was closed, the Official Receiver remarking that the other matters could be dealt with when debtor applied for his discharge.

The working of the Messageries Maritimes in 1908 has been much more favourable than in 1907. No dividend was distributed for 1907, but there was a net balance of £380,000 in 1908. Of this amount the service of the bonds absorbs £80,000.

NOTES FROM JAPAN.

[FROM OUR CORRESPONDENT.]

Tokyo, May 31.

A JOURNALISTS' DINNER.

The newspaper men of Tokyo recently formed what they have styled, "The International Press Association of Japan," and on Saturday evening (29th) they gave their inaugural dinner at the Imperial Hotel. The membership of the new society is about fifty, and it is the second attempt of the kind, a former association having succumbed to inertia. The committee in charge of the dinner invited quite a number of well known men to grace the cross table, and if the future of the society may be gauged by the dignity of its launch into being, a prosperous career awaits it. The guests of honour were Prince Ito, Marquis Katsura the Premier, Count Okuma the unofficial leader of Young Japan, Mr. C. E. Fairbanks, ex-Vice-President of the United States, Mr. Valentine Chirol head of the foreign department of the *Times*, Dr. Morrison, Peking correspondent of the same, and Mr. Henry George, son of the famous American of that name. The majority of the hosts, i.e., members of the society, were of course Japanese, including the chairman of the evening, but the presence of American, English, German and Italian members spoke of the cosmopolitan character of journalism in Tokyo. There were present, moreover, individual guests of the members, bringing in still other nationalities, and the gathering all told numbered nearly a hundred persons.

THE SPEECHES.

It is a most remarkable thing that at this dinner there was not a single Scot, but the band made up for this unaccountable deficiency by giving us plenty of Scotch airs—while some of the refreshment was undeniably from the land of the heather. After dinner came the speeches, which with scarce an interval continued from 8.30 to 11.30, and during that time we were entertained by speakers of widely varying eloquence and ability. Most of them had something interesting to say. Count Okuma easily took first place among his countrymen, of course, for although a foreigner may not understand a word this statesman says, his vivacity, his gestures, his voice all command attention and arouse the interest of every hearer. The first of the foreigners to speak was Grandfather *Times*, admirably represented by Mr. Chirol, whose venerable appearance, albeit he is not yet sixty, prepared us for something in the nature of a lecture. And we got it. Mr. Chirol must have spoken for half an hour, reading from a manuscript which had been translated and circulated among the Japanese. He addressed himself particularly to the latter and their press, expounding what we might call sound, orthodox doctrine in the conduct of a newspaper. As an example of what is best in journalism, he referred to certain departments of his own paper, to the prestige the *Times* had gained the world over as a financial organ, as the greatest financial organ, because it was incorruptible. He referred also to that most remarkable feature of the *Times*, the correspondence of outside individuals or letters to the Editor. Few important questions affecting mankind arise but what are discussed in the *Times* Parliament, in contributions from the public. These letters are always genuine, are not put in merely with the object of filling space, and appear over the name of the writer and not under cover of a *nom de plume*. Because, therefore, of its incorruptibility in financial matters and because of its impeccability in the nature of its correspondence (without mentioning other things) the *Times* has obtained and holds a leading position among the newspapers of the world.

SPEECH BY DR. MORRISON.

The next speaker was Dr. Morrison, whose business in Tokyo in company with his chief, Mr. Chirol, has given rise to quite a lot of speculation in the papers. Some believe that the correspondent in the past few days has been taking a course of private lectures from his chief respecting the tone of messages from Peking and the harmonies of the Anglo-Japanese Alliances. However, at Saturday's dinner Dr. Morrison spoke a few words for China. He said the national sentiment of China was inspired and encouraged by the self-denying agreements of

many countries which demand that any further diminution of the empire shall cease. Those who lived among the Chinese and sympathised with their aspirations to follow in the footsteps of Japan and advance their position among the nations view with regret the course of the recent relations of China and Japan and the differences that were tending to impede the friendly, harmonious co-operation of the two great countries of the Orient. They would welcome the early removal of those misunderstandings. It was certain they would be early removed and nothing would contribute more effectively to their removal than a sympathetic Press. Dr. Morrison continued a little longer in this strain and showed his sympathies to be with the big, ill-governed, hapless empire that is in the throes of regeneration.

THE AMERICAN ORATOR.

Americans are generally good speakers. The accent may sometimes jar on the unaccustomed ear, but they seem able better than their English cousin to speak pointedly and tell a good story. Mr. Fairbanks arrived at the journalistic gathering late, but his health being almost immediately proposed, he spoke in reply. There was no occasion whatever for oratory, for the ex-vice-president did not know what had gone before and had to reply to a toast proposed in the Japanese language, but he had not spoken a minute before one realised how he would warm up a political meeting in the States. He spoke in a strong, resonant voice. Word pictures were drawn as easily and at will, as Tom Browne (who was present) draws in black and white. The patriotic keen-sightedness of the Japanese was depicted, how, when out on the Pacific, they saw their native country low-lying on the horizon, looming through the mist long before the foreigners' eyes could distinguish land. Their love of country was graphically described by word and gesture. Then the ambitious Nipponese newspaper men, who rushed on the steamer and asked the veteran politician what he thought of "our country" before he had landed! It is curious to notice what importance the Japanese attach to the American visitors, while others of equal prominence are neglected. In one newspaper report the following morning the main theme of the journalists' dinner was that the speakers were Mr. Fairbanks and Mr. Henry George.

WHAT IS FAME?

The last speaker of the evening, Mr. Henry George, as President Lincoln used frequently to do, told a story. It seemed Mr. George had already departed from Tokyo Londonwards when he received the invitation to attend the Press dinner. He retraced his steps and on arriving at Shimbashi on Saturday morning was not a little astonished to see a great crowd assembled to receive him. In Tokyo, at least, the philosopher thought, the common people pay heed to the great questions of the abolition of armaments and taxation of land values! On approaching the crowd, Mr. George, who is a small, spare man, walked with all the dignity he was capable of and then they began to cheer. He was about to bow in response when something bulky loomed up behind and a huge personage, weighing at least 25 stone and hair done up in comical style, began bowing with great good humour. It was Hitachiyama, the champion wrestler. Mr. George, having told his story in droll fashion, and put everyone in good humour, likened himself to the wrestler and hammered away at his favourite topic, the inequality of the distribution of wealth and the coming great economic revolution, the chief battlefield of which is to be America.

If Carl Mason is in Shanghai at present it may interest him to know that the note he corked up in a brandy bottle and dropped overboard from the s.s. *Eastern*, sixty miles from Hongkong, is in the possession of the Hongkong Police. The note, which was discovered near the Shaukiwan Police station, was headed, "All's well." Beneath was a sketch of what was probably meant to represent a lamb, and lower down on the slip of paper was the information "Dropped sixty miles from Hongkong from the ship *Eastern*. April 5th, 1909. Going to Shanghai. Carl Mason."

A SHANGHAI SHIPPING CASE.

In H. B. M.'s Supreme Court at Shanghai on the 4th inst. before Mr. F. S. A. Bourne, Acting Judge, the Dampskibsselskabets "Norman Isles" claimed from Messrs Gibb, Livingston & Co. sums received by the defendants for the use of the plaintiff and for interest thereon from January 26 1907, and for the costs of this action.

The claim was for a portion of the chartered freight received by the defendants while acting as agents for the plaintiff in respect of a cargo carried by the s.s. *Norman Isles* which sum (£15,152.51) plaintiffs said is properly payable by the defendants to the plaintiff but has been paid by the defendants to the Shanghai and Hongkew Wharf Company, Limited, for receiving storing and delivering the said cargo.

The defendants state:

1—The defendants acted as the plaintiffs' agents:—(a) in transacting the Customs work in connection with the s.s. *Norman Isles* on her arrival in the port of Shanghai in the month of January, 1907 and (a) in collecting the freight payable under the Bills of Lading issued in respect of cargo carried on the said s.s. *Norman Isles* on her said arrival.

2—That while acting in the latter capacity they, the defendants, received the sum of £15,152.51 referred to in the particulars of the plaintiffs' claim endorsed on the writ.

3—That such sum was paid by them, defendants, to the Shanghai and Hongkew Wharf Co., Ltd., for receiving, storing and delivering cargo, with the consent and on the instructions of the plaintiffs' agent, namely, the master of the s.s. *Norman Isles*, and further that such payment was a proper payment and made without negligence.

4—Lastly they, the defendants, have not at any time been guilty of negligence while acting as agents for the plaintiffs, as beforementioned or in any other capacity whatsoever.

Mr. Loftus E. P. Jones appeared for the plaintiffs, and Mr. R. N. Macleod for the defendants.

THE TSINGTAO-TSINAN RAILWAY.

In the spring this year the Wai-wu-pu wrote twice to the German Minister in Peking proposing to redeem the railway from Kiaochow to Ichow Fu. The letter referred the matter to his Government and has recently received the following directions from home:—

(1) As China has undertaken to complete a line from Teh Chow to Chengting and one from Yenchow or another point on the Tientsin-Poukou branch line, via Tsining Chow to Kaifeng before the end of 1912, and that in the event of her wanting a foreign loan for the purpose of these railways she will first consult with the German and Chinese Corporation in the matter and engage a German Engineer, the Government wishes to make it clear that it is willing to assign the rights of constructing the railway from Kiaochow to Ichow and the one in the West of Shantung to China and allow the Chinese Government to build the same under the supervision of the Tientsin-Poukou Railway Company. As to the Kiaochow-Ichow Railway the Chinese Government should be consulted as to whether it would not be more advisable to connect the same with the trunk line at Kaomih instead of Kiaochow.

(2) It should be clearly stipulated that the railway from Kiaochow to Ichow must be completed on or before January 1, 1915, and considered as a Government Railway and that in the event of China wanting to raise a foreign loan to construct the same she must let the German and Chinese Corporation have the option. (3) Germany shall retain the right to work all the mines within a radius of thirty miles from the Kiaochow-Ichow Railway and the one from Tsinan to the west of Shantung as provided by the Treaty of Kiaochow.

The German Minister has communicated the purport of his directions to the Wai-wu-pu and the latter has written back to say that it will reply after considering the matter. *Shanghai Times*.

SHIPPING NOTES.

The Ostasiatisk Kompagni, of Copenhagen is having a steamer built in Holland for the Siamese coasting trade.

The salaries of some of the new Port of London Authority officials are fixed thus:—dock and warehouse manager £1,500; chief engineer £2,000; comptroller £1,000 per annum.

The steamer *Thesus* was to leave Shanghai on Tuesday afternoon, the 8th inst., for Foochow, where she will load the first of the new season's tea for the London market. It is intended to try and make a record passage home.

The Douglas steamer *Haiching*, (Capt W. C. Passmore) which arrived on Tuesday, reported passing at 6.15 p.m. on the 8th inst, a Japanese steamer at anchor off Haimun Bay 15 S. W. of Breaker Point light, apparently broken down.

The New York *Journal of Commerce* announces that the American-Hawaiian Steamship Company have inaugurated a new steamship service between New York and Japan, China and the Philippines via the Tehuantepec railway. The journey is to be performed in 42 days.

We have received from the publishers (Effingham Wilson, 24 Threadneedle Street, London E. C.) a copy of the third edition of a little volume on "Charter-Parties and Bills of Lading," by Mr. Lawrence Duckworth, barrister-at-law. This little work is probably already known to many readers. It contains all the well-known principles of English law on the subjects dealt with, and in this revised edition all the more important decisions since the last issue published in 1904 are included.

In an interesting report on the shipping and navigation of the port of Antwerp for last year Consul-General Sir Cecil Hertslet states that for the first time since 1900 the navigation returns of all shipping entering Antwerp showed a falling off in 1908. While British shipping fell from 5,653,239 tons in 1907 to 5,323,090 tons in 1908, German tonnage increased from 2,895,043 tons to 3,134,792 tons. Since 1900 German tonnage visiting Antwerp has increased by 100 per cent.

The German Government is considering a fully-worked-out scheme for building a ship canal from Kiel to join the Elbe-Trave canal. This means placing the entire basins of the Elbe and the Oder in connection with Kiel. The canal will be nearly sixty miles long, and will cost nearly two millions sterling. The strategic importance of this great work is manifest. When built it will also be easier to supply Kiel with the coals and iron necessary for naval purposes.

The s.s. *Patella*, built by Messrs Swan, Hunter, and Wigham Richardson, Wallsend, for the Anglo-Saxon Petroleum Company, Limited, London, underwent her official liquid-fuel trial recently. This vessel, which is similar to the s.s. *Conch* recently completed by the same builders for this Company, is also fitted with all the latest improvements in tank steamers. Her dimensions are 418ft. by 51ft. 3in. by 31ft., and she will carry about 7,700 tons deadweight of oil and bunkers on a moderate draft of water.

The P. and O. Company announce their programme of autumn departures from London, Marseilles and Brindisi to India, Australia, China, &c. The Bombay services will be chiefly, and the Australian services entirely, supplied by the new steamship of the "M" class. There will be two supplementary departures to Bombay on October 6 and November 3 respectively, of 7,000-ton steamers carrying one class of passenger only at intermediate fares equivalent to the second-saloon rates of the mail steamers. The *Mantua*, the latest addition to the P. and O. fleet, will make her maiden departure on June 5 to Australian ports. The *Malva* is to sail on the 2nd inst. from London on a three weeks' cruise to the Azores, to be followed by further cruises.

The author of "The Ocean Carrier" (Mr. J. Russell Smith, Ph. D.) is much impressed as to the disturbing results which will follow the opening of the Panama Canal. It will, he maintains, give such an added opportunity for vessels to switch from route to route. Here is an indication of probable switching:— "It is now the custom for liners going out from Europe to China to end the voyage at Yokohama. But once in Yokohama, the most economical route for the return is by way of America, provided Panama were passable. The steamers could discharge and receive cargo at Hongkong and Shanghai, and continue from Yokohama to San Francisco. The freight conditions in this part of the world would favour this practice, because the trade from China and Japan toward Europe is much lighter than that going the other way. The steamers at Yokohama are, therefore, in straits for freight, and it would be natural for them to seek the abundant freights of California, and thus adopt the practice that is being, and has been long, followed by many sailing ships that have discharged cargoes in the ports of East Asia. This prediction is further strengthened by the recent establishment of a line of steamers running from England to China and Japan, and then for the sake of a return cargo going on to Portland and Seattle, securing nearly a full cargo of wheat, returning thence to Asia, where such other cargo as may be secured is added, and the whole carried westward through the Suez Canal to Europe. . . . If the Suez Canal tolls should be as low as those at Panama (which is very unlikely) the use of the American route by regular lines from Japan to Europe would be probable, because the temptation of Pacific boat freight would continue strong and would certainly, as at present, draw many tramp vessels across the North Pacific."

JAPANESE INDUSTRIAL ENTERPRISES.

THE QUESTION OF DIVIDENDS.

The *Jiji Shimpō* has an article on the subject of the dividends likely to be paid by the principal companies for the current half year. The Tokyo Stock Exchange, we read, has actually derived from its daily transactions sufficient money to pay a dividend of 13.2 per cent., but as in addition to this it has realized nearly a million yen owing to the appreciation of State securities, it is expected to pay a dividend of 15 per cent. This Company's shares are now quoted at nearly 156, so that they are on less than a 5 per cent. basis. The Tokyo Gas Company also has done remarkably well. Since the commencement of the year the demand for its staple has increased by 20 per cent., and it will certainly be able to pay a dividend of 13 per cent. while at the same time placing ample funds to its reserves. The Tokyo Electric Light Company again is stated to be booking about 7000 additional orders for lights every month, and it will be able to pay a dividend of 12 per cent. As for the Tokyo Railway it remains conspicuously impoverished so far as dividend is concerned. Its receipts during the half year have exceeded the figure for the preceding half year by about 150,000 yen, so that possibly it may be able to scrape together enough to pay a dividend of 5½ per cent., but such a figure compares almost ludicrously with the profits of the Electric Light and the Gas Companies which also have the use of the public streets. The Dai Nippon Beer Company has begun to find a larger sale for its staple, and expects to pay a dividend of 12 per cent. As for the Tanko S. S. Company, there appears to be some uncertainty. The demoralized state of the coal market has greatly affected the Company's income, and whether it will be able to pay a larger dividend than 6 per cent. is said to be doubtful. The Kei Hin Railway also is in a very unfavourable condition. Owing to its losses connected with the Fujimoto affair it will probably not pay a dividend of more than 2 or 3 per cent.

Speaking of the cement-manufacturing industry, the *Hochi Shimbun* says that there are 15 companies in all, 12 of them dating from ante bellum days and 3 from post bellum. The

former group consist of the Asano, the Hokkaido, the Suzuki, the Aichi, the Milawa, the Osaka, the Kizugawa, the Chuō, the Onoda, the Nippon, the Saga, and the Tosa; the latter group, of the Iwaki, Toa and the Sakura. These 15 have virtually arranged to form a trust so as to avert competition. The market price of cement is low, but the demand has become comparatively brisk and there seem to be good hopes for the industry.—*Japan Mail*.

FAR EASTERN TELEGRAMS.

SERIOUS CHARGE AGAINST AMERICAN PETTY OFFICERS.

Tokyo, June 8th.

A Court-Martial has been opened on the flagship of the U. S. Philippine Squadron, now at Hakodate, to investigate a charge brought against two petty officers of selling gun mounts to Japanese.

The departure of the squadron from Hakodate has consequently been delayed.

JAPAN AND GREAT BRITAIN.

Tokyo, June 8th.

The Japanese Press comments favourably upon the change in British opinion, led by *The Times* regarding Japan's attitude towards questions affecting China, and welcomes China's readiness to re-open negotiations.

A CHAPLAIN'S RESIGNATION.

Tokyo, June 8th.

Dr. J. Ingram Bryan, the minister of All Saints Church, Kobe, has resigned, the notice taking effect in July.

[The interest attaching to this announcement resides in the fact that Dr. Bryan has been under a cloud for some months past. Letters signed "B" appeared in the *Japan Mail* some months ago gravely aspersing the character of the foreign community of Kobe. Dr. Bryan was taxed with being the author of these letters, and he published through his Church Committee an equivocal denial which the *Japan Chronicle* discussed in a manner which placed the rev. gentleman in a still more unfavourable light before the public. Members of the Church declined to pay their usual contributions to the Church funds until Dr. Bryan had unequivocally denied the authorship of the offending letters, but he does not seem to have done so to the satisfaction of the Kobe community, as references to the matter continue to appear at short intervals in the newspapers.]

[FROM THE "CHEUNG NGOI SAN PO".]

RAILWAY LOANS.

Peking, June 7th.

The Szechuen-Hankow and the Canton-Hankow railway loans, amounting to £5,500,000, will be subscribed by the Hongkong and Shanghai Banking Corporation, the Deutsch-Asiatische Bank, and the Banque de l'Indo-Chine. The amount will be divided between the two railways. The loans will be issued at £95, five per cent. interest, redeemable in ten years.

The materials for the construction of the bridges and the rails are to be supplied partly by Chinese and partly by foreigners.

An English engineer will be engaged for the Canton-Hankow railway and a German engineer will be engaged for the other railway, both to be appointed by the presidents of the railways and under their control.

It is expected that the agreement will be signed shortly.

A native was arrested on Tuesday on a charge of breaking into a general merchant's store at 298, Des Vœux Road West, a week ago, and stealing pewter to the value of \$260. The goods were found concealed in an underground nullah near the waterfront, apparently ready for shipment. The defendant was charged at the Magistracy yesterday, and the case was remanded for a week.

REVIEWS.

In and About Amoy. By the Rev. P. W. PITCHER, M.A. Shanghai and Foochow: The Methodist Publishing House in China.

As the title suggests, this is a somewhat discursive volume. The writer does not confine his attention entirely to the history, topography and the special features of the life of the people in the neighbourhood of Amoy. The fact that in the region of Amoy the cultivation of the poppy has formed an important industry is the excuse for a whole chapter on "The Opium Evil." There is also a chapter on "the Boxer movement"; another on "The Taiping and other Rebellions" which have made history in the Amoy district, and a chapter on Ancestral Worship.

The history of Amoy is briefly sketched from the days of the Sung dynasty (1126-1278) when it existed only as one of Marco Polo's "isles of the sea" inhabited by a few fishermen. But, as the author reminds us, long before Amoy became the port of entry for domestic and foreign trade, Hai-teng, then called Zaitun (a walled town about 16 miles west of Amoy) held that distinction down to the end of the 14th century. "A large trade was carried on with India, Arabia and western Asia, and it must have been one of the greatest if not the greatest commercial centres of the world at that time."

We are told in the book how bold buccaneers and Japanese marauders pillaged and murdered the people of the islands in the fourteenth century; how Amoy first came into notice as a commercial port about 1516 with the arrival of the Portuguese who maintained a surreptitious trade with the Chinese for nearly fifty years. It was ended by the authorities taking off the heads of ninety Chinese merchants whom the authorities discovered to be engaged in this surreptitious trade with the foreigner. Ten years later however, Spaniards from Manila succeeded in building up a trade, principally in raw silk which was conveyed in junks to Manila for transshipment to Mexico, the annual value of the whole trade with the Spaniards being given as "over a million and a half gold." How this trade came to an end is not related. We are told how the Dutch vainly tried in the early years of the seventeenth century to find a footing in Amoy, and only succeeded in maintaining an uncertain trade connection with the people secretly conducted from Quemoy Island after the capture of Formosa by the Dutch. After the Dutch came other traders, the first English trading vessel arriving about 1670, about the time the East India Co. opened "factories" there and in Formosa. The capture of Amoy by the British forces in 1841 is described in greater detail, and leads up to a sketch of the development of the port from the time it was opened by the Trade of Nanking in 1842 to foreign residence and trade. As a missionary the writer does not of course neglect to mention the opportunity afforded by the Treaty for the introduction of the Gospel. It is to be regretted that the author has not given us in the book more information about the early history of the Settlement.

Places of interest in the neighbourhood of Amoy are interestingly described and there is a necessary chapter on Travelling in the Amoy district.

The subject of emigration from Amoy gets, as it deserves, a whole chapter to itself. On an average 65,000 leave Amoy annually and about 50,000 return. The benefits of the Amoy emigration the author says have not been few. The economic advantages have been great. "Perhaps," he says, "this alone explains the prosperity of the district; it is hard to account for it in any other way." The author remarks that it has sometimes been said that the loss of the tea trade in this part of China was due to the large number of labourers leaving the port of Amoy, but he suggests that it would be correct to say that emigration has been due to the loss of the tea trade, through the exactions of the mandarins which made the cultivation of high grade tea unremunerative. The writer estimates that the emigrants remit to their families in the Amoy district upwards of 12,000,000 Haikuan taels a year. As to the emigrant who returns, the author says he comes back if not entirely dissatisfied with the old life and ways, yet fully

convinced in his own heart that the outer world has much to teach him which will make him a better and more useful man. He quotes another writer as saying: "Unimpressable as the Chinese are and little given to migration, unconsciously to themselves their immigration into Singapore is producing great moral effects on them. They are brought into contact with good government, liberty, just laws justly administered, good roads, good education, &c. Under these conditions they thrive and have vague aspirations that similar happy conditions should be established in China." Yet we have not noticed throughout the pages of this book any evidence that the Amoy district is greatly superior to other parts of China. Indeed we are told by the author that very few Chinamen who have made their fortune abroad return unless bearing passports of other Powers, as they consider these the only sufficient protection. We cannot doubt however that emigration to more advanced countries has had a great moral effect on the great mass of emigrants, and it is not unlikely that they constitute the backbone of the Reform Movement in China.

This rough outline of the contents of the volume will suffice to show the interest the book possesses for those who have lived and those who still reside in the Far East, and, as the author intended, it will certainly enable "our friends in the home lands to better understand our environments in this part of Far Cathay."

Upwards of thirty photogravures are given in the book to add to its general interest.

An Index is provided and we should not omit to mention that the Appendix includes an account of the Hwa-Sang Massacre of 1895; and over twenty pages relating to the visit of the American Battleship Fleet to Amoy last year.

Historic Shanghai. By C. A. MONTALTO DE JESUS. Shanghai: The Shanghai Mercury Ltd.

Shanghai, at last, has had its history written. The author of "Historic Macao" has found an almost equally interesting study in the history of Shanghai, and has produced a book which was well worth writing, and one which will be found both interesting and profitable for all who are interested in affairs in this part of the world to read, mark, learn and inwardly digest. "Historic Shanghai" is without all that wealth of detail and catalogued information which is the feature of the late Dr. Eitel's History of Hongkong. It is a book of ten chapters dealing with (1) the opening of Shanghai; (2) the rise of the Foreign Settlements; (3) Shanghai under the rebels; (4) fiscal reform and municipal shortcomings; (5) the Taipings at Shanghai; (6) the thirty-mile radius campaign (7) from Burgevine's fall to Gordon's masterstroke; (8) the fall of Soochow; (9) municipal evolution; and (10) Halcyon times.

It will be gathered from this list of subjects that nearly half the book consists of history of the Taiping Rebellion, and Mr. Montalto de Jesus in his preface sets up the justification that the pride of Shanghai rests principally upon this memorable struggle. "It is precisely from this central point," the author says, "that a history is most needed, inasmuch as the great influence which the reign of terror had upon the destinies of Shanghai, for good and for evil, can never be adequately gauged without full light being thrown upon local conditions at that stirring epoch. Thence dated the marvellous growth of the foreign settlements, in the midst of golden but unprofitable opportunities for solving the international problems now so complex."

Still we do not think the book would have suffered by a condensation of the story of the rebellion, and its general interest would certainly have been enhanced by a chapter or two on the conditions of life which obtained in the early days of the Settlements. We have greatly enjoyed reading the book, but we think its popularity as a history of Shanghai is likely to suffer for the reason that it is so largely political.

Mr. Jesus in the closing pages of the book prophesies the greatness as well as the doom of Shanghai. In more than one way, he says, the hand of Destiny seems to mark Shanghai as the birthplace of China's regeneration. "Almost every epoch-making improvement in the Empire is initiated in Shanghai, each a triumph of modern civilisation and a blessing for one-third of humanity as well as a source of pride for the

most progressive and pro-foreign city of China, before which have paled all the ancient glories of Soochow and Hangchow." But, "the time will come when, through natural cause, Shanghai will experience a greater change than a new China can possibly effect." The reference is to the silting of the river, and the author quotes with qualified approval the startling conclusion reached by the late Mr. Archibald Little, that "within the lifetime of men now living Shanghai threatens to be left an island unapproachable by tidal waters." In the final paragraph of the book Mr. Jesus looks to railways being the salvation of Shanghai. He says:—

"As Venice was wedded to the Adriatic, so is Shanghai to the deep,—nay still more closely, since to her very name is linked the words for sea; and to sever her from the source of her greatness is indeed to depose the Queen of the Western Pacific. There is the hope, however, that railways may to a certain extent avert the doom to be decreed by the fateful river, most probably not in our days, and yet inexorably, like all decrees of fate whereby so many great cities sternly realised the transiency of their glories."

It remains for us to add that we can heartily compliment Mr. Jesus on the style in which the book is written, especially when we bear in mind that English is not his mother tongue. The book is also well printed and includes several interesting illustrations, but the art of book-binding has not been fully learnt by the binders of the volume.

FOREIGNERS HONOURED.

The following list of foreigners recommended for decoration, the *Peking Daily News* says, has been sanctioned by Imperial Edict:

PORTUGAL.

Councillor Alfredo Pereira Director General of Posts and Telegraphs, President of the International Telegraph Conference 1908—2nd class 3rd division.

ENGLAND.

Sir John Denison-Pender K.C.M.G., vice Chairman and Managing Director of the Eastern Telegraph Co., Director of the Eastern Extension Telegraph Co: etc.—2nd class 3rd division.

Mr. F. E. Hesse, General Manager of the Eastern Extension Telegraph Co.—3rd class.

Mr. W. Bullard, Manager in China for the Eastern Extension Telegraph Co.—3rd class.

DENMARK.

Mr. K. Suenson, Knight of the bedchamber to the King, Director of the Great Northern Telegraph Co.—3rd class.

Mr. K. Gulstad, Engineer in Chief to the Great Northern Telegraph Co. — 3rd class.

Mr. J. Petersen, Manager in China during 1900 for the Great Northern Telegraph Co.—4th class.

NORWAY.

H. E. The Minister of Foreign Affairs, Wilhelm Christopher Christophersen—2nd class 1st division.

H. E. The Minister of Trade and Commerce, Lars Adrahamsen—2nd class 3rd division.

H. E. The Minister of Public Works, Niels Ihlen,—2nd class 3rd division.

JAPAN.

K. Komatsu, Director General Posts & Telegraphs,—2nd class 3rd division.

Dr. S. Oi, Engineer-in-Chief Telephone Administration,—3rd class.

A thirsty coolie held up a Chinese gentleman in Wellington Street on Wednesday afternoon to explain how dry he was. The generous gentleman took the coolie to a street stall and "stood him" a sarsaparilla, at the same time calling for another drink for himself. While drinking he felt a tug at his pocket, and on turning saw the coolie running away with a purse in his hand. On realising that his own was missing he gave chase, overtook the thief, and handed him over to the police. Mr. F. A. Hazeland heard the charge at the Magistracy yesterday, found the defendant guilty, and sentenced him to six weeks' imprisonment and six hours' stocks.

COMMERCIAL

IMPORTS.—

RICE

SAIGON.—Messrs. Wm. G. Hale & Co. in their latest circular dated Saigon 28th May, report:—Our last circular was issued on the 30th ultimo and the latest postal advices received since are as follows:—Hongkong 25th instant; Yokohama 14th instant; Manila 21st instant; Java 21st, inst.; Singapore 24th inst. and London 30th ult.

We quote for June to July.

No. 2 White sifted (<i>trié</i>) steam milled round	.....	*
No. 2 White unsifted (<i>ordinaire</i>) steam milled (round)	.....	\$3.42
5 % Cargo steam milled round	...	3.08
10 % Cargo steam milled round	...	3.02
20 % Cargo steam milled round	...	2.90

* Prices according to terms and conditions.

The following is a statement of this year's Exports of White Rice, Cargo Rice and Paddy:—

Destination.	Total pcs.
Hongkong	52,384
Manila	11,310
Ilo-ilo	3,053
Cebu	16,269
Japan	8,801
Singapore	26,096
Batavia	20,057
Sourabaya	29,904
Réunion	8,170
Mauritius	8,356
Europe	125,732
Total	310,122
Same period of last year	397,618

HONGKONG, 11th June:—The downward tendency continues, market being brisk.

Saigon, Ordinary	.....	\$4.70	to	\$4.75
" Round, Good quality	...	4.90	to	4.95
" Long	.....	4.80	to	4.85
Siam, Field mill cleaned, No. 2	...	4.95	to	5.00
" Garden, " No. 1	...	4.95	to	5.00
" White	.....	5.10	to	5.15
" Fine Cargo	.....	5.20	to	5.25

OPIUM.

HONGKONG, June 10th.—Since the 27th ulto, the movements in the various Opium markets have been as follows:—

	Malwa.	Patna.	Benares.	Persian
Stocks on the 27th May, 1909—	2,847	2,428	646	671
May 29th Imports per C. Apar	—	320	150	—
June 3rd " " Fooksang	—	309	110	—
" 8th " " Kunsang	—	380	10	—
" 9th " " Decanha	—	150	45	6
	2,847	3,556	961	677
Less Exports to Shanghai	69	610	145	—
Less Exports to East and West Coast Ports including Local Consumption for the fortnight	137	334	133	23

Estimated Stocks this day .. 2,641 2,582 683 645

Bengal.—The consumption having fallen off prices have declined to \$1,015.- and the market closes dull.

Malwa.—There is no change to report and the market closes dull.

Persian.—Stocks are light and we quote superior drug at \$1,050.-

HONGKONG, June, 10th.

Quotations are:—

Malwa New	.....	\$1,100/1,150 per picul.
Malwa Old	.....	\$1,160/1,200 do.
Malwa Older	.....	\$1,210/1,250 do.
Malwa Very Old	.....	\$1,260/1,320 do.
Persian Fine Quality	.....	\$1,050/1,090 do.
Persian Extra Fine	.....	\$900/950 do.
Patna New	.....	\$1,015 per chest.
Patna Old	.....	\$— do.
Benares New	.....	\$1,025 do.
Benares Old	.....	\$— do.

COAL.

HONGKONG, June 10th.—The arrivals of coal since the 28th ultimo amounted to 33,780 tons of Japanese, 2,500 tons. Cairte for U. S. Navy 3,000 Chinwangtao and 1,000 tons tourane for Canton. The coal expected is 58,700 tons Japanese, 7,800 tons Hongay, 4,000 tons Berneo, 5,000 Wales and 8,300 tons North China. Quotations according to Messrs. Hughes and Hough's circular are as follows:—

Cardiff	.....	\$21.0 to 22.50 ex-godown, nominal.
Australian	.....	\$12.50 ex-godown, nominal.
Yubari Lump	.....	\$12.00 Nominal.
Miki Lump	.....	\$10.50 to 11.00 ex-ship, nominal.
Moji Lump	.....	\$7.75 to \$9.50 ex-ship, steady.
Moji Unscreened	.....	\$8.00 to \$8.00 ex-ship, steady.
Akaike Lump	.....	\$8.75 to \$9.00 ex-ship, steady.
Labuan Lump	.....	\$9.00 ex-ship sellers.

FOOCHOW IMPORTS.

YARN.—Since 1st June, 1909:—

During the week 306.00 piculs.

KEROSINE.—Since 1st June, 1909:—

During the week nil.

FLOUR.—Since 1st June, 1909:—

During the week 3,874 bags

OPUM.—Since 1st June, 1909:—

During the week 37 chests.

YARN.

HONGKONG.—Mr. P. Eduljee, in his Report dated 11th June, states:—Business has continued in the same dull unsatisfactory state as previously mentioned, no sign whatever of the long expected improvement in demand is apparent, and considering the season of the year, the market is passing through a period of unusual depression. Only a trifling business is reported during the past fortnight as noted below, prices showing a decline of one to two dollars per bale. Although prices ruling here are much below replacing cost, importers appear to be influenced by local conditions, and would still further concede in rates if any large quantity could be placed, but for anything beyond urgent requirements, dealers will not offer at any price and our quotations, at the close have, in consequence, become more or less nominal. Receipts for the fortnight have greatly exceeded deliveries and our estimate of stocks shows a heavy increase on last figures. Bombay is reported steady. Sales of the interval aggregate 1,318 bales, arrivals amount to 15,871 bales, unsold stock estimated at 25,000, and sold but uncleared yarn in second hands at 20,000 bales. Local Manufacture:—No business is reported. Japanese Yarn:—Neglected throughout. Raw Cotton:—Is very quiet and receipts are very small. Importations of both Indian and China descriptions have been almost checked by high prices ruling in the home-markets. The business of the fortnight comprises only the sale of a parcel of 101 bales medium Bengals at \$29½. Quotations are Indian \$27 to 30 and China \$28 to 31½. Exchange on India shows a slight fluctuation and closes to-day steady at Rs. 133½ for T/T and Rs. 134½ for Post. On Shanghai 7½ and on Japan 86½. The undernoted business in imported and local spinnings is reported from Shanghai during the week ended the 26th ultimo, viz:—Indian:—Market firm, business being checked by the firmness of holders. Total sales about 400 bales with an estimated unsold and uncleared stock of 40,000 bales. Japanese:—As holders are inclined to meet the market, prices are easier. Total sales about 1,000 bales, at Tls. 99 to 108½ for No. 16s. and Tls. 105 to 110 for No. 20s. Local: Sales reported are 500 bales No. 14s at Tls. 95½ and 200 bales No. 16s at Tls. 100½.

PIECE GOODS.

Messrs. Noël, Murray & Co. in their Piece Goods Report, dated Shanghai 4th June, 1909, state:—With the Manchester market closed for the Whitsuntide holidays all this week every thing has naturally been very quiet here during the interval, assisted materially by an advance in sterling rates when the Exchange Banks resumed business on Tuesday. Grave fears have been entertained both here, and almost all over the Country, that a disastrous drought was pending, but happily news is coming in of rain in several places, and this morning the weather broke here,

after an unusual spell of dryness. Judging from the experience here it is doubtful whether sufficient has fallen to have the desired effect on both the Cotton and Rice crops, the latter commodity, by its steadily advancing price, causing considerable anxiety. Ningpo we learn has had a copious fall within the last few days, and the result has been fresh orders for the usual heavy Shirtings. Nothing definite is to hand yet as to whether Shantung has met with the same relief or not, that Province being in about the worst state of any, but further North rain seems to have fallen to a satisfactory extent, the news being accompanied by fresh buying orders from Newchwang. Right here is a further illustration of the danger of anticipating a demand from any part of this country, when, anything untoward happening upsets all calculations. It shows the happy go lucky way in which life goes on in China, no provision is ever made to meet emergencies when they come, no lessons are ever learnt from past experience, and so the Country drifts on. Its masses still leading a hand to mouth existence, in spite of the endeavours of Foreigners during more than half a century to introduce some methods of reform that would greatly ameliorate their forlorn condition. Crops fail, the famine comes and Foreigners are appealed to for relief! And in the meantime their trade is ruined! The endeavours of the Prince Regent to effect reforms are being frustrated on all sides by the 'powers that be' in Peking at present, it is therefore good news to learn now that it is his intention to grant an amnesty to the old reformers so soon as the late Empress Grand Dowager's obsequies have been performed. Wiser Counsellors, how have had years of experience in Foreign Countries, may then prevail, and some real reforms effected, and until that is done, especially as regards the currency, no steps should be taken by the Foreign Governments to permit the increased Customs Tariff, so much desired by China now, to come into force. Foreign trade, without some substantial considerations, is already sufficiently burdened. Better news has come from Hankow and also Chefoo and it is said orders are in the market for both Ports. So far the only business done has been confined to second hands and doubtless comprises indent cargo that is now arriving and which is being cleared very promptly, being comparatively much cheaper than old stocks that have accumulated interest and storage charges for months, if not years. Nothing can be heard of the Manchester market until next Tuesday, but Liverpool appears to be open, the Cotton quotations coming this morning 5.83½ for Mid. American "spot" and 8½d. for Egyptian. It will be learnt with some consternation that the export of plain Cottons for last month amounted to 54 million yards. From casual quotations received the New York market is very firm, 11s. 3d. being asked for Pepperells. The Cotton quotation in this morning gives 10.96 cents for July. Some holders inclined to think that fully 1,200 bales of Indian Yarn have been sold by Importers this week. At the high prices prevailing in Bombay it is reported that some 15,000 bales have been settled for Shanghai and the market is up again. There is not much enquiry for Japanese Spinings and stocks are increasing, while prices show a weaker tendency. Local Spinings are showing some signs of weakness in spite of the high price of Cotton, but that is only judging from the results. Cotton is undoubtedly scarce and holders are firm owing to the unfavourable outlook at the moment for the New Crop owing to the drought. So far as we can gather the only enquiry for Manchester makes is for Ningpo, that market requiring 11 and 12-lbs. 38 in. Shirtings to a fair extent. These and some 12-lbs. 36-inch for Hankow and Szechuen form the most important business of the week over and beyond the Auctions, and amounts to about 200 bales from stock. In American goods we hear of the sale of 600 bales Bucks Head Sheetings at Tls. 4.95 prompt clearance and 500 bales Atlantic A. Sheetings at Tls. 4.72½ two months delivery, in addition to which resales of about 800 to 900 bales sheetings and Drills have taken place amongst the Natives at about previous prices, or their equivalent, taking Exchange into consideration. We understand a small indent business is being done in Fancy makes, but on quite a retail scale. We cannot find, however, that anything is being done in staple makes, the heavy quantities coming forward, and which still cannot be accounted for, quite choking buyers off. At the Auctions firmness has been the prevailing feature, and this applies to all classes of goods Grey and White, and Cotton and Woollen, and, in addition both Turkey Reds and Fast Black Italians and Venetians have all shown a firmer tendency.

HONGKONG PRICES CURRENT.

Hongkong, 11th June, 1909

COTTON PIECE GOODS—

Grey Shirtings—6 lbs. piece	\$1.80	—
7 lbs. "	2.40	—
8.4 lbs. "	—	—
10 lbs. "	4.10 to	5.30
White Shirtings—54/56 reed ..	2.45 to	3.45
58/60 ..	3.55 to	5.85
64/68 ..	6.00 to	7.05
Fine ..	7.95 to	9.05
Book-folds ..	3.05 to	6.05
Victoria Lawns—12 yards ...	0.65 to	1.81
T-Cloths—6 lbs. (32 in.) Ord'y ..	1.95 to	2.20
7 lbs. "	2.25 to	3.35
6 lbs. "Mexicans..	—	—
7 lbs. "	2.70 to	3.80
8 to 8.4 oz., (36 in.) ..	3.20 to	4.20
Drills, English—40 yds., 13 1/2 to 14 lbs.)	4.30 to	5.30

FANCY COTTONS—

Turkey Red Shirtings—1 1/2 to 6 lbs. piece }	1.72 to	5.10
Brocades—Dyed ..	0.10 to	0.15
Chinese—Assorted ..	0.07 to	0.35
Velvets—Black, 22 in., ..	0.25 to	0.55
Velveteens—18 in., ..	0.23 to	0.28
Handkerchiefs—Imitation } Silk per dozen }	0.50 to	4.00

WOOLLENS—

Spanish Stripes—Sundry chops ..	0.70 to	2.00
German, ..	2.00	—
Habit, Medium & Broad Cloths, ..	1.25 to	3.00
Long Ells—Scarlet, 7-9 lbs. piece	7.80 to	9.40
Assorted ..	7.90 to	9.40
Camlets—Assorted ..	—	—

WHEATEN FLOUR—

Lastings—30 yds. 31 inches)	14.00 to	21.00
Assorted ..	—	—
Orleans—Plain ..	9.00 to	12.00
Blankets—8 to 12 .. lbs.	0.60 to	1.50

RAW COTTON—

Rombay ..	picul \$23.00 to	\$28.00
Bengal (New), Rangoon ..	—	—
and Dacca ..	23.00 to	27.00
Shanghai and Japanese ..	24.00 to	28.00
Tungchow and Ningpo ..	24.00 to	28.00

METALS—

Iron—Nail Rod ..	picul \$ 3.95	—
Square, Flat, Round Bar (Eng.) ..	3.85	—
Swedish Bar ..	4.00	—
Small Round Rod ..	4.40	—
Hoop, 3 to 11/2 in., ..	5.60	—
Wire, 16/25 oz., ..	9.50	—
Old Wire Rope ..	3.60	—
Lead—L. B. & Co. and Hole Chop ..	8.90	—
Australian ..	9.40	—
Yellow Metal—Muntz 14 28 oz.	38.50	—
Vivian's, 16/32 oz., ..	38.50	—
Elliot's, 16/28 oz.	38.50	—
Tin, ..	88.00	—
Tin-Plates, ..	box 7.20	—
Steel ..	cwt. case —	—

MISCELLANEOUS—

Quicksilver, ..	picul 162.00	—
Window Glass, ..	box 5.45	—
Kerosene Oil, ..	case —	—
Saltpetre, No. 1 ..	picul \$11.00 to	11.50
Do. No. 2 ..	10.70 to	11.00
Do. No. 3 ..	9.90 to	10.30
Dayton, per bag of 50 lbs.	gross \$2.60	—
Crescent ..	2.76	—
Orient ..	2.50	—
Choice ..	2.70	—
White Lily ..	2.70	—
White Fawn ..	2.69	—
Morjon ..	2.69	—
Cow ..	2.69	—

EXPORTS:—

CAMPHOR.

HONGKONG 11th June:—There is nothing to report in this market, and prices are the same.

FOOCHOW EXPORTS.

CAMPHOR.—Since 1st June, 1909:—

During the week

CAMPHOR OIL.—Since 1st June, 1909:—

2nd June per Haiyang, s.s. 4.80 picul.

Total arrivals, settlements and stocks to date

1-Chests 1-Chests 1-Chests Chests

Congou. Souchong. Oolong. Pekoe.

Arrivals .. 59,000 15,500 9,600

Settlements .. 6,908 1,649 5,399

Stocks .. 52,092 13,851 4,201

The Tea Export Summary from commencement

of Season to date has been:—

	Total lbs.
Austria ..	21,472
France ..	10,881
Germany ..	79,991
Holland ..	574
London ..	131,399
Russia ..	70,080
Other countries ..	—
South America ..	—
Australia & N. Z.	—
U. S. & Canada ..	19,952
South Africa ..	—
Coastwise Southward ..	544
Coastwise Northward ..	11,111
Total Shipments ..	346,004

AMOY IMPORTS AND EXPORTS.

The Amoy Gazette and Shipping Report, of the 7th June, 1909, publishes the following principal goods passed through the Custom House.

IMPORTS.	Quantity
Cotton Raw, Indian ..	pls. —
Cotton Raw, Native ..	24
Cotton Raw, Yarn ..	768
Shirtings, Grey ..	400
T-Cloths ..	700
Shirtings, White ..	410
T. Red. Shirtings ..	—
Drills ..	49
Shirtings Dyed, Brocades ..	20
Shirtings Dyed ..	—
Damasks ..	—
Camlets ..	53
Lasting ..	—
Spanish Stripes ..	yds. —
Lustres, Figure ..	—
Lead, in pigs ..	pls. 54
Tin in stabs ..	104
Iron, Nail rod ..	11
Quicksilver ..	15
Iron, Old ..	82
Iron wire ..	17
Rice ..	12,599
Opium, Patna ..	11
Opium, Benares ..	44
Opium, Persian ..	5
Opium, Malwa ..	—
Opium, Szechuan ..	22
Opium, Yunnan ..	9
Opium, Shan-i ..	—
Sesamum Seed ..	—
Sapanwood ..	42
Sandalwood ..	—
Rattans ..	—
Wheat ..	240
Flour ..	1,650
Bean cake ..	85,861
Leans and Leas ..	44,921
Bicho de Mar ..	50
ats Tea ..	pcs. —
Oil, Kerosine American ..	galls. —
Oil, Kerosine American in bulk ..	—
Oil, Kerosine Borneo in bulk ..	—
Oil, Kerosine Russian ..	—
Oil, Kerosine Sumatra ..	—
Oil, Kerosine Bulk ..	—
Coal ..	—
Tobacco Leaf ..	pls. 15
Vernicelli ..	192

EXPORTS

Sugar, White ..	pls. 42
Sugar, Brown ..	1,541
Sugar, Candy ..	1,393
Hemp Bags ..	pcs. 4,003
Hemp Sacking ..	12,550
Paper I Quality ..	628
Paper II Quality ..	150
Tobacco, Prepared ..	590
Kittysols (umbrellas) ..	pcs. —

MISCELLANEOUS EXPORTS.

Per M. & M. steamer *Oceanien*, sailed on 25th May, 1909:—For Djibouti.—8 cases hats. For Barcelona.—4 cases silk piece goods. For Tannatave.—34 packages provisions. For Lyons.—445 bales raw silk. For Milan.—24 bales raw silk. For Marseilles.—140 bales raw silk, 154 bales waste silk, 74 packages human hair, 75 packages tea, 3 cases private effects, 7 cases silk goods, 3 cases feathers. For Havre.—10 cases papers, 9 feathers, 10 human hair, 17 cases cigars, 92 packages straw bags, 2 cases china ink. For London.—1 cases hats, 1 case grass cloth, 10 bales raw silk. For Manchester.—5 cases piece goods, 25 bales waste silk.

Per M. M. steamer *Polynesian*, sailed on 8th June. For Aden.—25 cases casasia, 20 pkgs Galangal. For Havre.—2 pkgs tea, 11 pkgs human hair. For Hamburg.—1 case feathers. For Lyons.—151 bales raw silk. For London.—10 bales raw silk, 1 case Embroideries. For Manchester.—5 bales waste silk. For Marseilles.—2 pkgs tea, 6 cases silk goods, 3 cases Documents, 4 cases Embroideries, 33 pkgs human hair, 280 bales waste silk, 22 cases feathers, 17 cases Cylinders for Phonograph, 1 case Drawn work, 185 bales raw silk, 2 cases samples, 100 bales nets, 5 cases cigar, 17 cases nuts, 17 cases ylang ylang.

HONGKONG SHARE QUOTATIONS.

HONGKONG, 11th June, 1909.—The market has been fairly active, but although the demand for shares, in most cases exceeds the supply rates have not advanced to any extent and a "mark time" period appears to be on the cards. Sterling exchange on London T/T, closes 1/9 1/2, and on Shanghai at 74 1/2.

BANKS.—Hongkong and Shanghai have been placed during the week at 990, closing with a few small lots offering at that rate. The London quotation has advanced to £92. Nationals remain unchanged.

MARINE INSURANCE.—The market continues dull and neglected and with the exception of an advance in North China to 105 we have nothing to report.

FIRE INSURANCES.—Hongkong Fires have ruled steady and sales have been effected at 345, the market closing steady at that rate. Chinas are still enquired for at 110 but we have heard of no sales.

SHIPPING.—Hongkong, Canton and Macao continuing in demand, and with no sellers to meet the market, have improved to 33 with sales and the market closes steady at that rate. Indos have improved in the North to 56 Tls. with sales, a quotation of some 60c. over our local rate. Shells have advanced to 62/ in London and could be placed here at 61/6. We have nothing further to report under this heading.

REFINERIES.—Chinas continue out of favour, and sellers at 140 fail to find buyers. Luxons remain on offer without business.

MINING.—Chinese Engineerings have found local buyers at 18 1/2, Rauba at 9 1/2 and 9 1/4, the latter closing with sellers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have changed hands in small lots at 76 and 66, closing quiet at the latter rate. Kowloon Wharfs have been the medium of a fair investing business at 59, and close steady at that rate. Shanghai Docks have fallen in the North to 84, Hongkew Wharfs are wanted at 161, but no shares are available locally.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue to find buyers at 110 and the market closes fairly steady at the rate. West Points have again been placed at 46, but more shares are obtainable. Hotels have been sold at 40 and 38 for the new issue. Humphreys continue in demand but with the exception of a few small unimportant sales we have no business to report.

COTTON MILLS.—Ewo have ruled weaker in Shanghai and to-days quotations from the North show a difference of 2 points, some giving 120 and others 122 sellers. Laou Kung Mows have advanced to 108 and Internationals to 87,

while Soychees have fallen to 375. The last 2 quotations are by letter while Soychees come by wire.

MISCELLANEOUS.—China Borneos have advanced to 13½ with sales and buyers, and at time of closing a sale is reported at 13.85. China Providents have further improved to 9½ with buyers and only some small sales to report. Dairys, Peak Tramways, Ropes, United Asbestos and Watsons have all been placed at quotations, Union Water boats have advanced to 11 with small sales and United Asbestos Founders shares have found buyers at 300. Cements have been the medium of a fair business at from 8.80 to 9, closing with buyers at the latter rate.

Quotations are as follows:—

STOCKS	PAID UP	QUOTATIONS
Banks—		
Hongkong & S'hai...	\$125	\$990, sellers
National B. of China	£6	\$51, buyers
Bell's Asbestos E. A....	12/6d.	\$104, buyers
China-Borneo Co.....	\$12	\$13½, buyers
China Light & P. Co....	\$10	\$7, sellers
China Provident	\$10	\$9½, buyers
Cotton Mills—		
Ewo Cotton S. & W.	Tls. 50	Tls. 120
Hongkong C. S. Co.	\$10	\$8½, sellers
International	Tls. 75	Tls. 87
Laou Kung Mow	Tls. 100	Tls. 108
Soychees	Tls. 500	Tls. 375
Dairy Farm Co.....	\$6	\$16½, sales & buy.
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$59, sales & buy.
H. & W. Dock	\$50	\$67, sellers
New Amoy Dock	\$3½	\$9
Shanghai Dock and Eng. Co., Ltd.....	Tls. 100	Tls. 84
S'hai & H. Wharf....	Tls. 100	Tls. 161
Fenwick & Co., Geo....	\$25	\$11, sellers
G. Island Cement Co	\$10	\$9, buyers
Hongkong & C. Gas...	\$10	\$210, buyers
Hongkong Electric....	\$10	\$19, buyers
Hongkong Hotel Co. }	\$50	\$71, (old) sel.
	\$25	\$38, buyers
Hongkong Ice Co.....	\$25	\$155, sellers
H'kong Rope M. Co....	\$10	\$25, sales
Insurances—		
Canton	\$50	\$195, sellers
China Fire	\$25	\$110, buyers
China Traders	\$25	\$85½, buyers
Hongkong Fire.....	\$50	\$345, sales
North China	\$25	Tls. 105, buyers
Union	\$100	\$45
Yangtze	\$60	\$215
Land and Buildings—		
H'kong Land Invest.	\$100	\$110, sales
Humphrey's Estate	\$10	\$9½, sales & buy.
Kowloon Land & B.	\$30	\$30, buyers
Shanghai Land.....	Tls. 50	Tls. 119
West Point Building	\$50	\$46, sales
Mining—		
S. F. des C. du T'kin	Fr. 250	\$625, buyers
Raubs	18/10d.	\$9½, sellers
Peak Tramways Co., Ltd	\$10	\$13½, buyers
Philippine Co., Ltd....	\$10	\$11
Refineries—		
China Sugar	\$100	\$140, sales & sel.
Luzon Sugar	\$100	\$15, sellers
Robinson Piano Co. ...	\$50	\$50, sellers
Steamship Companies—		
China and Manila...	\$25	\$11, sellers
Douglas Steamship	\$50	\$36
H., Canton & M. ...	\$15	\$33, buyers
Indo-China S. N. Co.	£5	\$48½
Shell Transport Co.	£1	\$61½, buyers
Star Ferry.....	\$10	\$26
	\$5	\$15½
South China M. Post...	\$25	\$24, sellers
Steam Laundry Co.....	\$5	\$5½, sellers
Stores & Dispensaries—		
Campbell, M & Co.	\$10	\$12
Wm. Powell, Ltd. ...	\$7	\$4, seller
Watkins, Ltd.....	\$10	\$3
Watson & Co., A. S.	\$19	\$8.70, sellers
Weissmann, Ltd.....	\$100	\$150, buyers
United Asbestos	\$4	\$13, sales
Union Waterboat Co....	\$10	\$300, sales
	\$10	\$11, sales

VERNON & SMYTH, Brokers.

SHANGHAI SHARE QUOTATIONS.

3rd June, 1909.

COMPANY.	PAID UP	QUOTATION.
Banks—		
Hongkong & S'hai...	\$125	\$1,000, buyers
National of China...	£6	\$50, sales
Russo-Chinese	R187½	Tls. 175
	T125	
Insurance—		
Union Society C't n	\$100	\$845, buyers
North-China	£5	Tls. 104, buyers
Yangtze Assocn. ...	\$60	\$225, sales
Canton	\$50	\$197½, buyers
Hongkong Fire.....	\$50	\$345, buyers
China Fire.....	\$20	\$108, buyers
Shipping—		
Indo - China { pref. }	£5	Tls. 57, sellers
Shell Trans. { ord. }	£1	£3.0.0
& Trading { pref. }	£10	£11.0.0, buyers
S'hai Tug & { ord. }	T50	Tls. 52½, sellers
Lighter ... { pref. }	T50	Tls. 53, buyers
Taku Tug & Lighter	T50	Tls. 45, sellers
Kochien Transport-	T50	Tls. 40, sales
ation & Tow Boat		
Docks & Wharves—		
S'hai Dock & Elg...	T100	Tls. 85, buyers
H. & W. Dock	\$50	\$70, sellers
S. & H'kew Wharf...	T100	Tls. 162, sellers
H. K'loon W. & G...	\$50	\$58½, buyers
Yangtze	T100	Tls. 205, sales
Sugar Companies—		
Perak Cultivation...	T50	Tls. 290, sales
China Refining.....	\$100	\$137½, sales
Mining—		
Raub Australian ...	£1	\$9½, buyers
Chinese Eng. & Min.	18/10	Tls. 18½, sales
Lands—		
S'hai Investment ...	T50	Tls. 120, sales
H'kong Investment	\$100	\$103, buyers
Humphreys' Estate	\$10	\$9, buyers
Weihaiwei	T20	Tls. 9
China	T50	Tls. 50
Anglo-French	T100	Tls. 104, buyers
Cotton—		
Ewo	T50	Tls. 120, buyers
International	T75	Tls. 88, buyers
Laou Kung Mow ...	T100	Tls. 106, sales
Soy Chee	T500	Tls. 390, sellers
Industrial—		
Shanghai Gas	T50	Tls. 112½, sales
Major Brothers.....	T50	Tls. 52½
Shanghai Ice	T25	Tls. 15, sales
China Flour Mill...	T50	Tls. 4½, sales
S'hai Pulp & Paper	T100	Tls. 40, buyers
Green is. Cement...	\$10	\$9, sales
Maatschappij, & Co.,	Gs 100	Tls. 1,125, buyers
in Langkat.		
Shanghai - Sumatra	T20	Tls. 180, s. & buy.
Tobacco	T20	Tls. 9½
Dominion Rubbers...	T6	Tls. 415
S'hai Waterworks...	£20	\$75, buyers
Anglo-Ger. Brewery	\$100	\$75, buyers
A. Butler Cement,	T50	Tls. 20, sales
Tile Works	T50	Tls. 182½, buyers
Kalumpang Rubber	T100	Tls. 275, sales
S. R'ber Estates ...	£1	Tls. 14½, sellers
T. R. & T. Estate Co.	£10	Tls. 10
Eastern Fibre	£10	£8.5.0, sellers
Shanghai Electric	£10	£8.5.0, sellers
Construction		
Miscellaneous—		
Hall & Holtz.....	\$20	\$22, buyers
A. Llewellyn	\$60	\$65
A. S. Watson & Co.	\$10	\$9, buyers
Central Ordinary ...	\$15	\$19, sellers
Central Founders...	\$15	\$400, buyers
S. Moutrie & Co....	\$50	\$45
Weeks & Co.	\$20	\$25, buyers
Astor House Hotel	\$25	\$20
Hongkong Hotel Co.	\$50	\$71, sel. ex. d.
Hotel des Colonies	T12.50	Tls. 5½, sellers
Tientsin Hotel	\$100	Tls. 75, sales
Lane, Crawford & Co.	\$100	\$165
Dunning & Co.	\$50	\$40, sellers
S'hai Horse Bazar...	T50	Tls. 55, buyers
S'hai Mercury	T50	Tls. 50
S'hai Mutual Tele.	T50	Tls. 64, sales
China Im. & Ex.	T100	Tls. 83, sellers
Lumber		
Shanghai Electric &	\$25	\$21, sales
Asbestos		
Dallas Horse Re-	T70	Tls. 25
pository		
Printing Co.....	T50	Tls. 50

J. P. BISSET & Co.

Messrs J. P. Bisset & Co., in their Share Report for the week ending 3rd June, state:—The principal excitement during the week has been in the fluctuations in Shanghai Sumatra Tobacco shares: A good business has been done in stocks generally. The T.T. on London to-day is 2/4½. Banks.—Hongkong and Shanghai Banks. Steady with buyers at \$1,000. Insurance.—North-Chinas are wanted at Tls. 104. Yangtzes at \$225. Shipping.—Indos. The business for June is reported at Tls. 56 and 58, at close there are sellers at Tls. 57 for cash and Tls. 58 for June. Kochien Tugs. Shares have been placed at Tls. 46 and Tls. 47½ and Shanghai Tugs ordinary at Tls. 52½. There are sellers of the latter at the last rate. Docks and Wharves.—Shanghai Dock and Engineering Co., Ltd. Shares have been placed at Tls. 55 cash and Tls. 86 June. Shanghai and Hongkew Wharves have been placed at Tls. 165, Tls. 163 June and Tls. 168 September. At closing cash and June shares are offering at Tls. 162 and September shares at Tls. 167; sales reported. Sugars.—Perak Sugars have been placed at Tls. 290 July, Tls. 285 and Tls. 290 cash. Mining.—Chinese Engineering and Mining shares have been placed at Tls. 18½. Lands.—Shanghai Lands have been placed at Tls. 120, and are steady. Anglo-French Lands are wanted at Tls. 140. Hongkong Lands have been placed from the South at \$110 and \$110½. Industrial.—In Cotton Stocks—Internationals have been placed at Tls. 80; Laou Kung Mows at Tls. 107, Ewos at Tls. 121 June. There are buyers of Internationals at Tls. 86 cash and Tls. 86½ June, sales of Laou Kung Mows at Tls. 108-7. Ewos are wanted at Tls. 120 cash and Tls. 121 June. Soy Chees are offering at Tls. 390. China Flours have been placed at Tls. 40 for cash and Tls. 41 for June. Shanghai Gas at Tls. 112½. Shanghai Ice C. S. & K. C. Tls. 15. Pulp and Paper shares are wanted at Tls. 40. Maatschappij & Co. in Langkats. The market has ruled quiet during the week with sales at Tls. 1,140 and Tls. 1,160 for June, and Tls. 1,180 for September. Shanghai Sumatra Tobacco Co. The market closed last week with sales at Tls. 142½ for cash. On the 29th a quotation was made at Tls. 170 cash and Tls. 175 for June. On the 1st instant June shares were placed at Tls. 167½, 162½ and Tls. 165 June. Tls. 165 September and Tls. 162½ cash. On the 2nd a demand set in, but shares were not forthcoming. The market opened to-day with a sale for cash at Tls. 190. The market quickly weakened and shares were parted with for cash at Tls. 180, June Tls. 180½ and September Tls. 187½. Miscellaneous.—Hall and Holtz shares have been placed at \$21½ and \$22. Weeks & Co. at \$25 ex. div. Telephones have been placed at Tls. 64. No business reported in Debenture Stocks.

EXCHANGE.

ON LONDON.—	HONGKONG, June 11th.
Telegraphic Transfer	1/9½
Bank Bills, on demand	1/9½
Bank Bills, at 30 days' sight	1/9½
Bank Bills at 4 months' sight	1/9½
Credits, at 4 months' sight	1/9½
Documentary Bills, 4 months' sight	1/9½
ON PARIS.—	
Bank Bills, on demand	225
Credits 4 months' sight	229
ON GERMANY.—	
On demand	182½
ON NEW YORK.—	
Bank Bills, on demand	43½
Credits, 60 days' sight	44½
ON BOMBAY.—	
Telegraphic Transfer	133½
Bank, on demand	134½
ON CALCUTTA.—	
Telegraphic Transfer	133½
Bank on demand	134½
ON SHANGHAI.—	
Bank, at sight	74½
Private, 30 days' sight	75½
ON YOKOHAMA.—	
On demand	86½
ON MANILA.—	
On demand	87½
ON SINGAPORE.—	
On demand	76½
ON BATAVIA.—	
On demand	107½
ON HAIPHONG.—	
On demand	8½ p.o. pm.
ON SAIGON.—	On demand ... 8½ p.o. pm.
ON BANGKOK.—	On demand ... 84½
OVERSEAS, Bank's Buying Rate	\$11.10
GOLD LEAF 100 fine, per tael	\$57.70
SILVER per tael	24½

TONNAGE.

HONGKONG, 11th June.—Freights are weaker all round. From Saigon to this, 10 cents is obtainable for small lots; to Philippines, 25 cents last; to Java, 20 cents last; to Japan, 22 cents last. From Yangtze, no inquiry for prompt tonnage owing to drought, the creeks being too low to allow the cargo boats to take the grain to Wuhu. From Newchwang to Canton, 24 cents has been accepted. Coal freights continue firm. From South Japan coal port to Hongkong, \$2.10 last and offering; Singapore, \$3.00 per ton; Swatow, \$2.30; Amoy \$2.30; Canton, \$2.70.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

June:—

ARRIVALS.

- 4, Prometheus, Nor. str., from Bangkok.
- 4, Singan, British str., from Haiphong.
- 4, Taming, British str., from Manila.
- 5, Hongmoh, British str., from Singapore.
- 5, Ischia, Italian str., from Bombay.
- 5, Kunagira Maru, Jap. str., from Moji.
- 5, Mausang, British str., from Sandakan.
- 5, Quarta, German str., from Singapore.
- 5, Soshu Maru, Jap. str., from Anping.
- 5, Tjiliwong, Dutch str., from Macassar.
- 6, Bourbon, French str., from Saigon.
- 6, Chipshing, British str., from Tientsin.
- 6, Haiyang, British str., from Coast Ports.
- 6, Hangsang, British str., from Shanghai.
- 6, Hongkong, French str., from Hoihow.
- 6, Wingsang, British str., from Chinkiang.
- 6, Woglande, German str., from Shanghai.
- 6, Yingchow, British str., from Shanghai.
- 7, Anghin, German str., from Bangkok.
- 7, Hailan, French str., from Hoihow.
- 7, Kumano Maru, Jap. str., from Melbourne.
- 7, Kwangtah, Chinese str., from Shanghai.
- 7, Locksun, German str., from Bangkok.
- 7, Loongsang, British str., from Manila.
- 7, Rubi, British str., from Manila.
- 7, Tsurugisan Maru, Jap. str., from Miike.
- 7, Victoria, Swedish str., from Haiphong.
- 7, Wakasa Maru, Jap. str., from Shanghai.
- 8, Amara, British str., from Saigon.
- 8, Benledi, British str., from Singapore.
- 8, Fudo Maru, Jap. str., from Wakamatsu.
- 8, Gilbert, French str., from Tourane.
- 8, Haimun, British str., from Swatow.
- 8, Kamsang, British str., from Calcutta.
- 8, Knivsberg, German str., from Swatow.
- 8, Kwangse, British str., from Weihaiwei.
- 8, Kweilin, British str., from Fewchwang.
- 8, Nikko Maru, Jap. str., from Yokohama.
- 9, Anhui, British str., from Shanghai.
- 9, C. Diederichsen, Ger. str., from Hoihow.
- 9, Daijin Maru, Jap. str., from Swatow.
- 9, Devanha, British str., from London.
- 9, Glenesk, British str., from Singapore.
- 9, Haiching, British str., from Coast Ports.
- 9, Henrik Ibsen, Nor. str., from Newcastle.
- 9, Kueichow, British str., from Tientsin.
- 9, Michael Jebsen, Ger. str., from Chefoo.
- 9, Mandal, Norwegian str., from Wuhu.
- 9, Sanuki Maru, Jap. str., from London.
- 9, Shantung, British str., from Chinkiang.
- 9, Tenyo M., Jap. str., from San Francisco.
- 10, Brasilia, British str., from Hamburg.
- 10, Changsha, British str., from Australia.
- 10, Ithaka, German str., from Hankow.
- 10, Teucer, British str., from Manila.

June:—

DEPARTURES.

- 5, Chiyuen, Chinese str., for Shanghai.
- 5, Gregory Apear, Brit. str., for Singapore.
- 5, Kiang Ping, Chinese str., for Chinkiang.
- 5, Knivsberg, German str., for Swatow.
- 5, Merapi, Dutch str., for Amoy.
- 5, Rajah, German str., for Bangkok.
- 5, Zafiro, British str., for Manila.
- 6, Daigi Maru, Japanese str., for Swatow.
- 6, Fukui Maru, Japanese str., for Moji.
- 6, Haimun, British str., for Swatow.
- 6, Kwongsang, British str., for Shanghai.
- 6, Linan, British str., for Shanghai.
- 6, Rajaburi, German str., for Bangkok.
- 6, Singan, British str., for Hoihow.
- 7, Fooksang, British str., for Shanghai.
- 7, Tourane, French str., for Shanghai.
- 8, Atlantis, American str., for Manila.
- 8, Chowtai, German str., for Bangkok.
- 8, Haiyang, British str., for Swatow.
- 8, Halvard, Norwegian str., for Bangkok.
- 8, Kunagira Maru, Japanese str., for Moji.
- 8, L. Scheiff, German str., for Chinkiang.

- 8, Paklat, German str., for Swatow.
- 8, Polynesian, French str., for Europe, &c.
- 8, Sungkiang, British str., for Amoy.
- 8, Tosa Maru, Japanese str., for Shanghai.
- 8, Woglinde, German str., for New York.
- 9, Aikaku Maru, Japanese str., for Saigon.
- 9, Benledi, British str., for Nagasaki.
- 9, Borneo, German str., for Sandakan.
- 9, Haimun, British str., for Swatow.
- 9, Hongkong, French str., for Hoihow.
- 9, Hongmoh, British str., for Amoy.
- 9, Kaifuku Maru, Japanese str., for Moji.
- 9, Kjeld, Norwegian str., for Chefoo.
- 9, Kumano Maru, Jap. str., for Nagasaki.
- 9, Kwanglee, Chinese str., for Shanghai.
- 9, Petchaburi, German str., for Bangkok.
- 9, Prometheus, Norwegian str., for Swatow.
- 9, Soshu Maru, Jap. str. for Shanghai.
- 9, Tean, British str., for Manila.
- 9, Tsurugisan M., Jap. str., for Kuchinotzu.
- 9, Victoria, Swedish str., for Haiphong.
- 9, Wakasa Maru, Jap. str., for Singapore.
- 9, Yatshing, British str., for Shanghai.
- 10, Bujun Maru, Japanese str., for Swatow.
- 10, Catherine Apcar, Br. str., for Singapore.
- 10, Devanha, British str., for Shanghai.
- 10, Gilbert, French str., for Shanghai.
- 10, Knivsberg, Ger. str., for Q. how Wan.
- 10, Montrose, British str., for Moji.
- 10, Tjiliwong, Dutch str., for Yokohama.

PASSENGERS.

ARRIVED.

Per *Anhui*, from Shanghai, Mr Ross.
 Per *Hangsang*, from Shanghai, Capt. Woon.
 Per *Kueichow*, from Tientsin &c., Mr. D. Thomas.
 Per *Kumsang*, from Calcutta &c., Mrs. Appley and Mrs. Ballard.
 Per *Rubi*, from Manila, Mr and Mrs B. S. Osgood and Mr E. L. Daley.
 Per *Haiching*, from Coast Ports, Dr. Chinchill, Messrs Mickle, McDermott and Henry.
 Per *Kwangtah*, from Shanghai, Miss M. I. Lunt, Messrs M. T. Peters and S. E. Gray.
 Per *Nikko Maru*, from Japan, &c., Mr and Mrs A. W. Hill, Mrs C. Holm and 5 children, Mrs Y. Sonoda, Mrs Pirebon and Mr K. Kido.
 Per *Kumano Maru*, from Melbourne, &c., Mrs M. P. Jennings, Mrs L. MacKenzie, Mrs Vina, Miss C. de la Vina, Rev. F. Giner, Rev. F. Rodrigues, Dr. Martini, Capt. G. Martin, Capt. J. E. Woodward and Mr J. Clegg.
 Per *Wakasa Maru*, from Japan, &c., Mr and Mrs L. Bond, Mr and Mrs J. Holloway, Mr and Mrs W. E. Deaves, Capt. and Mrs J. Toyler and child, Capt. and Mrs W. Grote and two children, Mrs A. R. Wonderly, Master B. Salinas, Messrs W. Bernard, R. Salinas, T. Salinas, W. Jackson, T. W. York, Clark and E. L. Deaves.
 Per *Tourane*, for Hongkong, from Marseilles, Messrs Fareto, Seneretti, Ricano, V. Ricano, Merello, Stura, Ageri and Chastano; from Singapore, Miss Nadel, Messrs Boreel, Wielander Hein, H. Caldicott, Chas. E. Richardson, F. Reiser, Hasamall and Gopalas; from Saigon, Mrs Margueritha, Messrs Ralph M. Macdonald, E. Bartsaghi, B. R. Olivieri, Tandart, Perrondon, Leroy, N. Norman, E. Rizeri and P. Alla.
 Per *Devanha*, for Hongkong, from Colombo, Mr E. Meggett; from Bombay Mr G. Harumull; from Singapore, Mrs Framort, Dr. F. Wertheimer, Messrs G. Robertson, J. Jameson, F. Barbe, G. Hutchinson and C. E. Watkins; from Penang, Miss Boyd; from Shanghai, from London, Mrs L. Frankland and Mr L. Moseley; from Marseilles, Mr Edwards; from Port Said, Mr and Mrs Meyer; from Bombay, Mr and Mrs Jamada, infant and servant, Messrs Dharamtie and Morje; from Singapore, Rev. Carr Smith, Messrs J. McDonald, Land & Kerr; for Yokohama, from London, Mr & Mrs Arnold, Misses Gregory, Berbak, Hildare, Edwards, Mabley, Smith, Romaine, Tenby, Greenhall, Mooney, Heron, Marry, Walsh, Robertson & Lazarus, Masters Turner, Patchley & Metzortalk, Messrs Danby, Thomas, Cowan, Coyne, Frith and Quintwall; from Marseilles, Mrs Stevens, Mr W. Manning and Mr A. Brown; from Port Said, Miss Fetzgerald; from Singapore, Miss Jones, Mr Peacock, infant and servant, from Penang, Misses E. Kerys, R. Kerys, Munro, Davis, Fitzgerald, Wallington and McGill, and Mr Lopez.

Per *Haimun*, from Swatow, Miss Wills.
 Per *Yingchow*, from Shanghai, Mr and Mrs Hasting, Messrs Bayless, Fuchs, Kelbourne and Kellenbarger.

Per *Polynesian*, for Hongkong, from Yokohama, Mr and Mrs Beroud; from Shanghai, Mr & Mrs R. Xavier, Messrs Miller, Fergusson, Turnbull, Henry M. Eonie, F. MacRobie, A. C. Logan, Ward and MacIntyre.

Per *Tenyo Maru*, from San Francisco, &c., Mr and Mrs T. Funatsu, infant and amah, Mrs Marie O. Chase, Miss M. Bryer, Messrs J. O. Anderson, A. Bryer, Robert S. Browne, E. E. Carr, W. B. Davis, Charles D. Ford, C. P. Weeks, Hildebrand and S. Minemura.

Per *Sanuki Maru*, from London, &c., for Hongkong, Mr and Mrs M'de Jong, Mrs Mall, Messrs S. C. Deverell and N. Neger; for Kobe, Miss C. Kido, Capt. J. G. Burnett, Messrs J. R. Pelham Burn, H. Pelham Burn, M. Takamatsu, S. Nomura and D. Watanabe; for Yokohama, Misses L. L. Russell and L. A. Russell.

DEPARTED.

Per *Tourane*, for North, &c., Mr and Mrs Mahe and boy Mr and Mrs Bouvier, Mrs Lump, Mrs Tryce, Messrs Husson, Otto Paschkes, F. Reiser, Allans, Cohen, Audinet, Kaimble, Luis Leg, A. M. Spencer, Hasamall, Gopalas and Andelle.

Per *Wakasa Maru*, for London, &c., Mr and Mrs Reynolds and 2 children, Mr and Mrs Holloway, Mr and Mrs Shollebeck, Mrs Tensler and 3 children, Misses Munsen, Nicolson and Nishimoto, Dr. Tensler, Dr. Hugh Mowat, Messrs Cohen, Murata, Okayaki, Shimidzu, Takeuchi, Shinjo, Doda, Litoff, Hiyoshi, Torimura, Kaneko, Yohimatsu, T. H. Livingston, Wakasa, Hori, H. Hansen, Pokura, Johnstone, Takahashi, T. Takeo and T. Murakami.

Per *Polynesieu*, for Marseilles, &c., Mr and Mrs Tarillon, Mr and Mrs Beroud, Mr and Mrs Citerne Capitaine, Mrs and Miss Lazarus, Mrs Saite, Mrs Georges, Mrs Goldstein, Mr, Irma Gormbault and baby Messrs Chevalier and boy Ramello, Lemerie, Bernard, Lavigne, Autret, Nollean, Le Goff, Marais, Heintze, Murchison, Vessel, Maristany, A. Engel, Lambie, Mollet & 2 daughters, Lacreux, Colin, F. Escaffre, Chardonnet, Le Carbaulec J. A. Tarrant, Rizerri, Leon Mosser, Jose Adon, Alves, Bernarda, Aosis, Peralta, J. Coelho, Almeida and Jean Le Caun.

Per *Kumano Maru*, for Japar, Mr and Mrs J. F. Ramirez, Mr and Mrs F. G. MacKenzie, Mr and Mrs W. Masuda and child, Mrs A. Ballard, Mrs Sudzuki, Mrs Wilcox, Mrs J. Deans, Mrs Knott, Mrs L. Kawamura & child, Mrs Nora Pascol, Mrs Rustia, Mrs H. Walker, Mrs Mayeda and child, Mrs Yum Corgum, Mrs haki, Misses, B. Ramirez, R. Ramirez and Noaks, Commander Wright, Lt. Slater, Dr. W. J. Stewart McKay, Dr. F. G. Hawpsworth, Messrs J. D. Murray, D. J. Marks, Manson, W. Hardon, R. Leeper, W. Cope, C. C. Black, D. C. Black, G. R. Coleman, H. M. Perry, Fitzroy, Enos Seth, C. L. Gibson, W. Deans, D. R. Olivieri, H. L. Moss, L. H. Spring, A. B. Yerns, E. L. Powell, R. Beattie, H. Hashim, G. viyauchi, J. Sonoda, Sudzuki, Imamura, J. Rustia, Tanaka, Kusuga, Shigya, Seto, Matsumoto and Shioya.

Per *Zafiro*, for Manila, Mr and Mrs C. G. Clifford, Mr and Mrs E. J. McClennand, Mr and Mrs M. A. Radel and infant, Major, Mrs and Miss Ames, Dr. and Mrs J. R. Hurley, Rev. and Mrs R. Thomas, Mrs M. J. Bean, Mrs C. N. Jacks and infant, Mrs M. A. Cassidy and infant, Mrs D. Barretto y Moratinos, Mrs J. Rivera, Misses C. G. Gomez, C. Barretto y Moratinos, P. Barretto y Moratinos, J. Barretto y Moratinos, D. Barretto y Moratinos, W. Erbet and Dizon, Col. D. Karmany, J. C. Travers, Messrs L. F. Skillern, F. Thomason, C. H. Storms, W. K. Ward, O. P. Pourrie, H. W. McCabe, O. C. Whitaker, J. P. Eskridge, Wm. Schultz, J. W. Spence, A. F. da Silva, Jose Barretto y Moratinos, Jose G. Calderon, R. Rabbethge, R. Schulenberg, S. Meyer, M. D. Diron, V. Jules, M. Maglono, L. polyon, E. Tolles, Santiago A. T. Joe, N. Novoselow and A. Kryloff.

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